

# RevUP ONLINE!

Official **ROAR** Newsletter

Feb/Mar 2007

Volume 2; Issue 1

## ROAR Announcements

02/07/07

Race Management Team -  
Carpet Nats.

The ROAR Race Management Team for the 1/10 Carpet Nats hosted by CEFX Raceway (~Detroit), March 8-11, will consist of the following:

Announcer -  
Ruben Benitez  
Race Director -  
Steve Webster  
Referee Tech -  
Bob Ingersoll  
Scorekeeper - Doug Hay  
ROAR Official -  
Mike Queller

02/01/07

Online Rulebook Revision.

As a convenience to the members the latest revision to the rulebook will now be published periodically on the website. Clarifications or corrections will usually be the primary reasons for these revisions. Any changes from the current year printed rulebook will be underlined.

01/14/07

Corrected 1/12 Weight.

A typographical error occurred in the 2007 rulebook concerning 1/12 weights for 4 cell cars. The previous 6 cell weight had been entered in error. While there is still a discrepancy with regard to IFMAR's weight rule ROAR's minimum 4 cell weight has not changed and remains 794g.

[Click here for ROAR Announcements in full detail](#)



### WHERE DID THE TIME GO?

*It seems like the off-season is getting shorter and shorter each year and execution of the many improvements in ROAR just seem to take more and more time. But with the help of those members who volunteer their time to make things happen, happen they are. The ROAR Executive Committee wishes to extend its appreciation to those who have offered their suggestions and volunteered their time to bring latest increased value to ROAR membership making this an even more exciting time to be a ROAR member!*

**The ROAR Cup Series is one of those programs that have evolved from member suggestions.** In fact, for some time members have been requesting a national series in order to reward those that are excellent for more than one race a year and no doubt allow a few bragging rights for those that finished well in the standings. But, in order to make all of this happen, sponsors needed to be courted and secured, a points and awards system needed to be developed, and schedules and venues needed to be assigned.

That work is not scheduled to be completed. It is completed.

**Since the Industry Affiliates have demonstrated their support of ROAR they were offered the primary sponsorships of these prestigious series.** A single Industry Affiliate individually sponsors each of the nine ROAR Cup Series. Be sure to show your appreciation of these Affiliates through your sales support. The 2007 series sponsors are:

#### On-Road Electric-

- 1) The ROAR/PARMA Cup 1/12 Stock Series
- 2) The ROAR/TRINITY Cup Touring Car Mod Series

#### Off-Road Electric-

- 1) The ROAR/LOSI Cup Mod Buggy Series
- 2) The ROAR/TRINITY Cup Mod Truck Series

#### Oval-

- 1) The ROAR/TEKIN Cup Mod Oval Series

#### On-Road Fuel-

- 1) The ROAR/SERPENT Cup 1/8 Open Series
- 2) The ROAR/KYOSHO Cup Nitro Touring Series

#### Off-Road Fuel-

- 1) The ROAR/MUGEN Cup 1/8 Buggy Series
- 2) The ROAR/KYOSHO Cup 1/8 Truck Series

**In order to make things simpler the series events don't necessarily have to be ROAR affiliated clubs or tracks.** The real requirement is that the driver must be a ROAR member in order to accrue points. The top thirty finishing ROAR

members will receive 30 points for 1<sup>st</sup>, 28 for 2<sup>nd</sup>, 27 for 3<sup>rd</sup>, etc, with 29<sup>th</sup> and 30<sup>th</sup> receiving the same one point each. The best three of four points scores from the four race series will determine the driver's final score. Drivers with the top five scores will receive the final special awards that will be awarded at the last race of each series. Of course the overall winner will receive the most coveted award, the ROAR Cup.

**With all of the great venues to choose from in the U.S. scheduling four races for each series was surely going to leave someone out.** To solve the problem schedules were constructed for odd years and even years respectively with all schedules including at least one ROAR Nationals as one of the Series events. This would allow up to eight different venues to participate if so desired.

**The odd-numbered year schedules which include this year, 2007, are:**

#### ROAR/PARMA Cup 1/12 Stock Series:

Snowbirds, ROAR Carpet Nats, Vegas IIC, Cleveland.

#### ROAR/TRINITY Cup Touring Car Mod Series:

Snowbirds-Orlando, ROAR Carpet Nats, ROAR Paved Nats, Cleveland

#### ROAR/LOSI Cup Mod Buggy Series:

CRCRC, Cactus Classic, ROAR Nats, Hot Rod Shootout

#### ROAR/TRINITY Cup Mod Truck Series:

CRCRC, Cactus Classic, ROAR Nats, Hot Rod Shootout

#### ROAR/TEKIN Cup Mod Oval Series:

Snowbirds, ROAR Carpet Oval

Nats, ROAR Paved Oval Nats, Oval Masters

#### ROAR/SERPENT Cup 1/8 Open Series:

Winterchamps-Ft Myers, Texas  
Biggie-Dallas, Great Lakes  
Challenge-Toledo, ROAR  
Nats-Vegas

#### ROAR/KYOSHO Cup Nitro Touring Series:

Speedline GP-Houston, O'Donnell Race-Pomona, Evolution Raceway-St. Louis, ROAR Nats

#### ROAR/MUGEN Cup 1/8 Buggy Series:

Nitro Challenge-Phoenix, Silver State-Vegas, ROAR Nats, Nitrofest-Charlotte

#### ROAR/KYOSHO Cup 1/8 Truck Series:

CRCRC, Nitro Challenge, Silver State, ROAR Nats

**The even-numbered year schedule, beginning with 2008, will feature some different venues in most of the Series and will be published on the website when it is confirmed.**

**All of these events are exciting enough on their own but assigning the added dimension of a points series will make them even that much more exciting.** Be sure to refer to the website for the latest in the Cup Series points standings as these will be updated after each event's completion.

*Next issue I'll explain the details of the improved Seeding procedure for the Nats. Finishing well at the Nats and the Regionals will now have new meaning.*

Until then...

See you at the races,

Mike Q

# 2007 ROAR National Events Schedule

## On-Road Carpet

CEFX Raceway  
Westland, MI  
734.722.7479  
JoshCyrul@cefx.net  
Track Details  
[www.cefxraceway.net](http://www.cefxraceway.net)

**March 8-11**

## On-Road Electric

Peel-It Raceway  
Marysville WA  
360.657.7667  
info@teambroodracing.com  
Track Details  
[www.peelitraceway.com](http://www.peelitraceway.com)

**July 13 - 15**

## 1/10 On-Road Fuel

Gulf Coast Raceway  
Porter TX  
281.577.8250  
gulfcoastrctrack@aol.com  
Track Details  
[www.mikes-hobbyshop.com](http://www.mikes-hobbyshop.com)

**November 9 - 11**

## Carpet Oval

Greenville RC  
Greenville TN  
423.620.1314  
Allana1989@earthlink.net  
Track Details  
[www.greenevillercspeedway.com](http://www.greenevillercspeedway.com)

**April 13 - 15**

## Paved Oval

Carolina RC Complex  
Easley SC  
864.295.1209  
donnieburnett@charter.net  
Track Details  
[www.carolinarc.com](http://www.carolinarc.com)

**August 17 - 19**

## 1/5 On-Road Fuel

To be determined

## Off-Road 1/10 Electric (Stock and Modified)

ARCOR  
Albuquerque NM  
505.463.8080  
romdj@msn.com  
Track Details  
[www.arcorraceway.com](http://www.arcorraceway.com)

**June 12 - 17**

## Off-Road Fuel Monster Truck

The Farm 2 Raceway  
Charlotte NC  
704.373.9740  
info@thefarm2.com  
Track Details  
[www.thefarm2.com](http://www.thefarm2.com)

**August 17 - 19**

## 1/8 Off-Road Fuel Buggy

St. Louis Dirt Burners  
Kirkwood, MO  
314.374.0288  
chrisconwell@earthlink.net  
Track Details  
[www.dirtburners.org](http://www.dirtburners.org)

**June 29th - July 1**

## 1/8 On-Road Fuel

4Aces Racing/Team Taylor Racing  
Las Vegas NV  
702-374-0370  
TaylorRacing@cox.net  
Track Details  
[www.4Acesracing.net](http://www.4Acesracing.net)

**September 7 - 9**

All races  
with the  
exception of  
the two oval  
and the fifth  
scale events  
will be run  
by the  
ROAR Race  
Management  
Team. For  
more infor-  
mation re-  
garding the  
RMT, please  
contact Mike  
Queller at  
[MTQROAR@aol.com](mailto:MTQROAR@aol.com)

Sunday, October 8 was the day that everything else at this event had been building up to. Finals day! All the practice, setup adjustments, qualifying, and teamwork was leading up to this moment. 2006 being a worlds qualifier year; the top 32 drivers qualify for participating in the upcoming World Championships in Australia in 2007, making the race even that much more important.

Racing started bright and early, a little after 9am. The weather was most cooperative – blue skies and warming temperatures made this a beautiful October day.

The racers had signed up for either of two classes, 1/8 4WD, or Master's Class. The cars used in each class were identical. The Masters Class was intended for older racers, who maybe made up in experience for what they lacked in lightning-fast reflexes that the younger racers had. Each class was divided into a "ladder style" Finals system, with an "A-group" and a "B-group". There was the Final, two semi-finals, two quarter-finals, and two 1/8 finals. The ladder system allows racers to "bump up" to the next higher final. Since the races alternate, while one group is racing, the other group can be preparing their cars. In the lower finals, the two fastest racers from each final would get to advance to the next higher final. The fastest nine racers at the event had already been placed in the Final. Two racers from the A-semi-final and the B-semi-final would eventually advance to the Final, bringing it up to the 13-car limit. ROAR rules dictate the maximum number of racers who can compete simultaneously, and while that number was well over 13, the people who set up the Finals figured out that 13 was the optimal number to complete the program in a reasonable amount of time (sunset comes early in Cincinnati this time of year!).

## LOWER FINALS

The lower finals went off without a hitch. Everything seemed to be running

extremely smoothly, with people taking their marshaling positions without needing to be asked. As expected, the lower finals saw a lot of incidents out on the track, and despite the lack of inside boards, quite a few cars came off the track for repairs. It made for good photo shots, and the crowd seemed to enjoy watching these guys working at putting in a good run. Everyone has to go through a learning curve to work their way up to the top.

Mike Saputo demonstrated the need to make sure EVERY part of your car is set up perfectly. Having spent hours on the setup fixtures and getting help from "Delta Dave" from the Delta camp, Mike found himself out on the track with a huge lead, only to have it all come to nothing when a five-cent set screw came loose, allowing a drive pulley to turn freely on a shaft. It's important that every part of your car is done perfectly – how does that saying go, "a chain is no stronger than its weakest link!" There was lots of action, lots of racing, and after each run there were those who advanced, and others whose weekend came to an end. Of the latter group, the top racers in each final would get to take home a trophy.

Lunch break came right after the quarter-finals. We had half an hour to get some food, relax, and talk to each other. The super-tense atmosphere during qualifying was gone – everyone seemed much more relaxed, and ready to go out on the track. The top guys showed one of the reasons why they are the top guys... almost every one of them took their cars apart, and rebuilt them from the chassis up, making sure there would be no surprises during the race. Remember Mike Saputo's problem I mentioned earlier? These guys have long since learned that the best way to avoid this kind of problem is to build the car before each race, making certain that everything is perfect, that nothing will come loose, that all bearings are free, all belts are in good shape, no parts are damaged, and so on.

## SEMI-FINALS

The semi-finals were two excellent races to watch. Most of the drivers in these events are certainly a-main quality racers, and it showed in the track action. One racer in particular had everyone's eyes on him – Barry Baker was the #1 car in the second semi-final, and while he looked like a sure shot to move up to the Final, his car went wide in the turn in front of the driver's stand, and he hit the wall, breaking the car. To those who were watching, it looked like Barry got out into "the marbles" and his car couldn't turn as quickly as he wanted it to. In Barry's words, the car was perfect, and he was just cruising to a bump-up position, saving his car for the Final, when he got a radio hit. It's a shame, as he would have made the Final all that much more interesting to watch, but then again, there were lots of great racers in the semi-finals, most of who "should" have been in the Final!

Because a race administration mistake was made, an additional car from one semi-final was allowed to advance to the final. Vincent Jackson finished the race with no rubber left on his car, and it was under weight. There was some mis-handling of the situation, and Vincent was told he would advance to the Final. ROAR realized the error, but by that time the car had been removed from the tech area, and Vincent was already preparing it for the Final – he never had an opportunity to see for himself if the car was or was not underweight. After a long discussion, the car was allowed to run, as this was the least harmful way of dealing with both drivers who might advance. Thirty minutes of running reduced tire size from 77mm to 66mm – there was that much tire wear. This makes it difficult for a racer to calculate how much additional weight needs to be on the car, for it to pass tech inspection after the race. It's also important to not allow all the tire dust and debris to be bumped off the car while it's being weighed, as that could be the difference between "legal" and "underweight". Any car

that is underweight should automatically be DQ'd before the car leaves the tech area, so disputes like this don't bring up discussions and arguments after the race, but once the mistake had been made, the fairest thing to all drivers was to allow Vincent's car to run.

## MASTERS CLASS

The Masters Class Final was a 45-minute race. Dana Smeltzer took the early lead after a good start. Tim Copp got by Dana, and led for a while. Meanwhile our TQ, Mark Sweeney, seemed to be having tuning issues. In the first few minutes of the race, Art Carbonell got tangled up with another car that hit him, flipping Art over. Eight minutes in, Mark Sweeney was out front, followed by Tim Copp, Tommy Porfirio, and Dana. Sweeney flamed out, dropping him back in the pack. Tommy meanwhile took over the lead. Lots of cars seemed to be having problems, being brought back to the pits. With Mark out of the picture, the lead was being fought between Tommy and Dana. Dana got by Tommy, and pulled away, only to have some mechanical problems that put Tim back into the lead. With seventeen minutes left, the running order was Tim, Dana, and Rick Davis, and that's how they finished.

## 1/8 4WD CLASS

The last race of the day was the 1/8 4WD Class. This was the best of the best – with just about every well-known on-road fuel racer in the country participating, this race would determine which racer, car, and engine was "tops" for 2006.

Ralph's engine blew up in warm-up, but fortunately Mark Blacketter had a complete second engine/pipe/header already all set to go, ready to drop into the car. Mark got this done in record time, and Ralph was ready when everyone else was.

The start of the race was pure chaos. First, Rich Browne was still struggling to re-start Scott Kimbrow's car before the horn went off. Then the starting horn sounded, and the first two cars,

Ralph Burch and Mike Swauger demonstrated lightning fast reflexes, as they were moving right after the horn. Some cars further back started equally as quickly, while others delayed. Vincent Jackson got a fantastic start, almost as fast as Jared Scott's. Jared may have been "anticipating" the horn, rather than waiting for the sound, as his car moved off the line .001 seconds after the horn sounded (as recorded by Bob Ciolino's video camera), which is faster than any human being is capable of reacting. Jared went out to the middle of the track, but then moved back towards the outside, leaving no room for drivers who were waiting for the sound of the horn. Josh's car had been put down in fully in the green painted area on the track, where the traction is least. The car was pointed more so "across" the track, than "down the track". Josh might have had minimal traction, and the seemingly slow start for Josh might have been due to Josh just spinning his wheels.

Consider the following though – the speed of sound at seventy degrees Fahrenheit is 1129 feet per second. Let's round it off to 1130 feet. That's 113 feet in .1 seconds, 11 feet in .01 seconds, and 1 foot in .001 seconds. Depending on how far Bob's camera was from the closest speaker, that might explain a discrepancy. Josh is sure Jared jumped the gun, and apparently Jared thought so as well. If Bob's camera was closer to a speaker than Josh was, Josh is almost certainly right, Jared jumped the start. If Josh were closer than Bob, then it would be otherwise. This might be why each of them is certain of what they "know", and they're both right, based on how close they were to the speaker! There was a speaker on the driver's stand, but one racer first aimed it away from the drivers, and then asked the officials to turn down the sound as it was annoying. This might also explain part of the reason why drivers started at different times.

According to Bob Ciolino's camera, Josh's car first moved 0.75 seconds after the horn, and Jared drove right into it, spin-



ning Josh around and leaving Josh's car dead in the middle of the track. This was all measured on a high-resolution video tape. Bob had been standing at the end of the straightaway, and captured everything at the start of the race. We analyzed Bob's video later on a computer, checking for car movement, and when each car started to move. Ralph Burch and Mike Swauger started with ultra-fast reflexes just after the horn went off. Josh Cyrl's car moved .75 seconds after the horn. Jared's car moved .001 seconds after the horn. Jared obviously did not "wait for the horn"; however, his car didn't actually move until after the horn sounded.

Having watched, and re-watched the video (now posted on SGrid Online) a few dozen times, it is apparent that there was nothing Josh could have done to avoid this accident. Had Jared driven "out" to around the middle of the track, and stayed there, there would have been no accident. Unfortunately, Jared drove out towards the outside edge of the track, where Josh was just starting. For that matter, if Jared had also waited for the horn, and not anticipated it (or simply reacted too soon), there would have been no accident. Just after this, Darin Ishitani's car came around the curve from before the straightaway, accelerating as fast as possible, and drilled right into the side of Josh's now dead car, sending Josh's car high in the air as it performed strange aerobatics. The crash took Josh and Jared out of the race before the cars had reached the first turn. Ishitani destroyed Josh's car, and broke the front body mount on his own car, which is why Ishitani was brought back to the pits, never crossing the line, and losing a lap right then. Sal DiFazio did a fantastic job of driving around the wrecked cars; he went inside on the straightaway and miraculously didn't get crunched. Scott Kimbrow hit Jarrod head on, which damaged Jared's car, and only seemed to wrinkle the body on Scott's car. The accident is a real shame. For a one-hour race, the championship isn't won in the first

minutes of the race – a more prudent strategy would be to make sure you get going without any incidents. As I see it, the accident is all Jared's fault, as he reacted too soon, even if it was technically "legal". Darin's car, that smashed into Josh had a bit more time, and maybe could have avoided Josh's car as others had, but since Darin started so far to the rear, maybe he didn't notice Josh in time to react.

Bob Ciolino and I both filmed the start of the race. I was up near the driver's stand, and was following Ralph and Mike Swauger's car as the race started. Brian was right at the end of the straightaway, and captured the entire event perfectly from that vantage point. Neither was a "track" or "ROAR" camera, but the track officials did review Bob's video to make sure they had made the right call. Racers with damaged cars wanted a re-start, but the race was started properly, and that wouldn't be fair to those drivers who weren't involved in the wreck. It had already been announced during the drivers meeting that there would be no restarts, and the two officials watching the start of the race agreed that Jared had not started before the horn went off. This was confirmed by the video. So, the race went on, now down to only twelve cars. Ralph Burch in his Kyosho led the way, with a new-found shadow in the form of Mike Swauger's Mugen. They both played it smart, this being a one-hour race, and it seemed to me that Ralph never tried to get away from Mikey, nor did Mikey try to close in on Ralph. With the two racers being so equal in ability and speed, I don't think either could have gotten away from the other at this point, unless one of them made a mistake. The winner of the race might well be the driver with the best strategy. Ralph had planned on one stop to change tires, while Mikey had planned on two, at 20-minute intervals. Ralph's thoughts were to minimize time in the pits for a tire change, starting out with over-size tires, and wearing them down to where they were under-size. Mike's strategy was to change

tires more often, so he'd be running closer to the optimum tire size for "more" of the race.

As the race went on, it started to look like a two-man race, but Scott Kimbrow and Joel Johnson were running at an almost equal pace, fighting for third. Scott's engine flamed out, dropping him back. He was restarted again, only to flame out twice more on the same part of the track. The pit crew then realized it wasn't a fuel issue, and found that the pressure line had come off, quite likely because of the incident at the start of the race. Scott's battle for third was over by this time, but Scott was still turning excellent laps, and if anything happened to the guys up front, he'd be there to take advantage of it. Joel meanwhile drove an excellent race, just a hair off the pace of Ralph and Mikey.

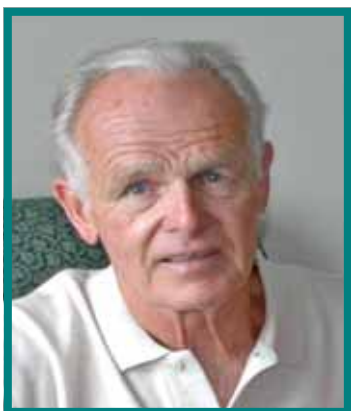
Mike's tire change came first, twenty minutes into the race, and Harry Hananouchi got the tires changed in record time. That may be the fastest tire change I had ever seen. Ralph changed tires at the half-way point, about 35 minutes into the race, and Mark Blacketter was equally fast. These teams are really something!

Mike had put in an error-free run so far, but he heard what he thought was his pit crew calling him into the pits. The race is won as much in the pits as out on the track, and when your pit crew calls you in, you come in. However, Harry hadn't called Mike in, and was caught completely off guard – he grabbed his fuel and re-filled Mike's car, but this was an unscheduled stop and it cost Mike many precious seconds, nullifying any advantage he might have had from changing twice, so as to run more of the time on optimally-sized tires. There were also several reports of another driver trying to slow down Mikey. I didn't see this, as I was looking through my camera viewfinder much of the time, but I've heard it from enough people that I think it's true. As the race continued, after all tire changes had been completed, the race once again found Ralph and Mikey swapping the lead back and forth,

depending on when either stopped for fuel. Ralph seemed to have a bit of a lead overall, but this is when race strategy came in. With Mikey pressing Ralph as hard as he could, Ralph was running out of tires. Ralph's car started looking quite loose on the track. How Ralph maintained his lap times with so much trouble from low rubber, I'll never know – only his skill allowed him to do that. Because of his worn-down tires, Ralph's engine was revving way too high, and his shift points were much earlier than desired.

As the race came to an end after an hour of hard racing, Ralph was in the lead with a car that wasn't at its best, Mikey had a better handling car (bigger rubber) but wasn't able to take advantage of it as Ralph wasn't slowing down. Mike's unscheduled pit stop cancelled the advantage he might have gotten from changing tires twice, compared to once for Ralph. Still, Ralph still had to make an extra "splash-and-go" pit stop for fuel. The team timed it out as long as they could, in case Mike had a problem. The pit stop was made right near the end. Ralph got out on the track, still ahead of Mikey, and crossed the finish line three seconds before Mikey. The next closest car was Joel Johnson, two laps back. This isn't the end of the story though – Ralph's car died at the end of the front straight, and Ralph was soon yelling at Mark to go get the car – the engine had just blown up! Mark thought Ralph was kidding, but Ralph was serious – just seconds after winning the race, the engine went BOOM and that was that. All that high-revving from small tires had done its damage. Had this happened a few seconds earlier, the race results would have been different! This was Ralph's 29th ROAR Championship! What a race! It's a shame that Josh was taken out at the very beginning, which puts a damper on the whole race, but Ralph and Mike put on a show for the full hour that captivated everyone's attention from beginning to end. Rarely do we get to see this kind of competition. Either Ralph or Mike could have taken home the win – as could others

"if only". Chris Tosolini had problems that had him back to 4th behind Joel. Scott had the flame-outs due to the pressure line coming off, that cost him time. Paul Ciccarello and Paolo Morganti had tuning issues. Darin Ishitani had lost a lot of time because of the crash into Josh's car at the start. Sal had problems as well. Dave Campbell had been running a great race, hanging onto fifth place until he hit a berm near the end, taking his car out of the race. Paul Lemieux also had tuning issues. Vincent Jackson drove well, but broke the car, taking him out of the race. Jared and Josh of course were taken out at the very beginning – Jared put in a few laps, but the crash for all practical purposes took him out as well. Cincinnati is a wonderful place to race these 1/8 scale cars. It's big enough to really let the cars perform, but it's also a technical track, where driver control is everything. You couldn't ask for a better race track! The club did a superb job of putting on the event. They worked with the schedule, the weather, the number of racers, and ROAR, coming up with a great event. David Lee, the race director did a good job of handling the numerous issues that came up. Scotty Ernst, the race announcer, was so enthusiastic about the announcing that anyone within earshot came over to watch. He greatly added to the excitement of the event. Mike Queller was there for ROAR, to deal with any issues that came up. I don't know if any major event is ever completely perfect, and it's a shame that a race that had been going so well had a nasty crash like this at the start of the Final. None of that should take away from the fantastic performance put on by several racers in the Final, especially Ralph Burch and Mike Swauger. They put on a memorable show that will be long remembered – and I believe the closest finish ever in a one hour National Championship! Between awesome driving, and ultra-fast tire changes, team USA will be in an excellent position to take home the gold at next year's World Championships in Argentina!



ROAR continues on sound financial footing as our financial status report in this issue indicates. As in the past, some of our major expenses, such as payment of the premium for liability insurance, occur in January. Having adequate financial resources permits us to pay the premium when it comes due and avoids expensive financing arrangements.

Check your Club/Track Listing under your Region on our website to make sure they have renewed for 2007. One of the benefits of ROAR membership is the insurance coverage that you have when you run in a ROAR sanctioned race. Sanctioned races can only be conducted by ROAR affiliated clubs and tracks. Check the listing on your Region page for the track where you race. If you do not see it, remind them to sign up or renew their affiliation for 2007. Your insurance coverage (and theirs) depends on it.

We have continued to offer "upgradeable" Single Event memberships for everything but National Championships. The number of "open" Single Event Memberships at any given time has been holding steady at around 400. "Open" means they can pay an additional \$15 to upgrade to a full membership for the balance of the year.

### ROAR Income and Expense Analysis YEAR 2006

#### REVENUE

Membership Fees	\$135,510
Nationals Fees	\$ 9,500
Nationals Entries	\$ 11,525
World Championship Entries	\$ 13,135
Bank Interest	\$ 3,241
Product Approvals	\$ 475
Less: Refunds & Returned Checks	<u>\$ (1,172)</u>
<b>TOTAL REVENUE</b>	<b>\$172,214</b>

#### EXPENSES

Administrator	\$ 30,000
Region Dir. Expenses	\$ 6,520
Travel Expense	\$ 15,266
RMT - Expenses	\$ 13,224
RMT - Non Recurring	\$ 5,296
Worlds Expenses	\$ 13,425
Insurance	\$ 32,844
Legal & Accounting	\$ 1,500
Office Expenses	\$ 7,003
Postage & Mailing	\$ 10,703
Print Rules	\$ 16,446
Telephone, FAX, E-mail	\$ 964
Website	\$ 1,540
Promotions & RevUp Online	<u>\$ 3,610</u>
<b>TOTAL EXPENSES</b>	<b>\$158,341</b>

**YEAR TO DATE OPERATIONS - NET** \$ 13,873

**FUNDS AVAILABLE JANUARY 1, 2006** \$148,677

**CURRENT YEAR OPERATIONS - NET** \$ 13,873

**FUNDS AVAILABLE JANUARY 1, 2007** \$162,550

#### Why Join ROAR

Whether you are an individual wishing to participate in regional and/or national ROAR events, or have a club or commercial track and would like to host ROAR sanctioned events, ROAR has a membership program that fits your needs. ROAR now has an Industry Affiliate program as well. If you are a manufacturer, why not join the many companies that have already signed up as ROAR Industry Affiliates.

Select a type of membership from this list to fill out a membership application or scroll down to read more about the different ROAR membership programs currently available.

- [Individual Membership application](#)
- [Club/Track Affiliation application](#)
- [Industry Affiliate application](#)

Manufacturers: Please review the product approval procedures.

Body Approval Form can be found [HERE](#)

Motor Approval Form can be found [HERE](#)

Battery Approval Form can be found [HERE](#)

Want to know if a particular product is approved for ROAR competition or not? The following links will take you to lists of ROAR approved bodies, motors, and batteries.

The approved product lists will be updated as new products are officially approved for use in competition.

Select a category products to search

[Approved Bodies](#)

[Approved Motors](#)

[Approved Batteries](#)

Officers

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Promotions Director: TO BE APPOINTED

Competition Director: TO BE APPOINTED

Administrator: non voting member

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So there I was at work one morning. I just finished my early morning paperwork, and figured to go on the net just to see what's new in the RC world. Suddenly an IM pops up, and it's none other than Dawn Sanchez, our VP. Dawn told me that Region One director Chris Raffaelli had just resigned. She also said she put my name in for nomination to replace Chris. Well, one e-mail to Dawn and a phone call to Chuck Moon, and now I'm the Region One Director!

Okay, this isn't as quite out of the blue as it seems. From the day Chris was first elected RD I helped out as much as I could. I even served as RDO for a couple of regionals. I also spend a lot of time on the internet message forums, probably a little too much (Mike Haynes calls it forum racing!). I have some very strong opinions and I'm not afraid to voice them. And any time I saw a personal attack on ROAR or anyone involved in it, I quickly came to the defense. I know many people don't like ROAR for one reason or another, but trying to destroy the foundation of RC car racing doesn't make sense to me.

I'm fairly well known in the New York City and southern area of Region 1, but outside of that no one has really heard of me. I got my first RC car in 1988. About a month later I found myself helping to organize an RC car race. From there on any time I got really involved with RC racing, it wasn't long before I was Race Directing, or in some other officiating position. I was race director for an indoor on road club called LIMRA, and served as presi-

dent of that club for 2 years until it folded in 1997. I can't tell you what it is, but deep down I guess I'm a political animal. My skills driving an RC car are okay. I'm more interested in seeing RC car racing get better than I am in getting another trophy.

First off I should tell you I'm

Finally, a word about Chris Raffaelli. Chris didn't even run for re-election in 2005, but since no one else ran, he agreed to hold on to the position. Although things didn't turn out well, we still owe Chris a sincere Thank You for supporting RC racing the way he has.

someone who would like to be the off road Assistant Director. The job doesn't require much, just a love for racing and a belief in ROAR. I also need assistants from each area to let



#### Region Director

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concentrate on one particular area. That and there's too much focus on big, national level races. We should really be pushing the local level races. That's the backbone of RC. My site focuses on Long Island and the New York City area, and some of the closer big places like Connecticut and Maryland. I will be using my site as my conduit to Region One. Please feel free to check it out. The site has a forum for ROAR information. If you like to contact me, send me some info or just converse about stuff (keep the hate mail to yourself), please use the e-mail [roarr1d@aol.com](mailto:roarr1d@aol.com). Any help I can get will be appreciated. This is your region more than it is mine.

Finally, a word about Chris Raffaelli. About 5 minutes after he was elected RD, he was getting pounded. It seemed like anything and everything wrong in the RC world was his fault. Chris had many great ideas for the region. Many of them failed because of the lack of support. Chris didn't even run for re-election in 2005, but since no one else ran, he agreed to hold on to the position. Although things didn't turn out well, we still owe Chris a sincere Thank You for supporting RC racing the way he has.

me know what's going on in those places where I have no contact. There are plenty of great tracks and great people in our region and it's not possible for one person to keep track of it all. I've already been contacted by Heath Jackson of Maximus RC looking for a ROAR rep for his upcoming oval regional. I can't make it due to other commitments, and I feel bad that this race can't be supported. Heath is a good guy and has the right attitude toward racing. We need to support people like him.

I would also love to see articles, pictures, and race results from all over the region. Let other people know about your race program. And you never know where your new members can come from.

Chris has already scheduled many of the regional races for 2007. Conspicuously missing is the outdoor electric on road regional. If any club or track wants to have this race, contact me. And it's not too early for 2008! If someone wants a regional for next year, start putting your proposal together. The deadline for requests is September 30<sup>th</sup>.

Just to show you how crazy I am, I started my own forum website, LI Hobby Info.com. Yea, I know there are plenty of websites out there. I feel they're too general. They don't

Editors note: A special and personal thank you to Chris Raffaelli for his diligent efforts in Region One. Chris, you are a true RC'er and I wish great things for you, your family and especially Miss Deanna. D.S.



# Region 2

### Region Director

**Carl Giordano**

9 Quail Court

Englewood, NJ 07631

Phone: 201 788-5525

[carl.giordano@cit.com](mailto:carl.giordano@cit.com)



#### Modified 2wd A-Main

- 1) Vincent Nocella
- 2) James Schlick
- 3) Chris Wolfson
- 4) Anthony Mazzara
- 5) Kevin Ganoe
- 6) Todd Lewis
- 7) Jesse Berick
- 8) Tim Powerws
- 9) Jason Kahler
- 10) Mike Gay

#### Modified 2wd B-Main

- 1) Max Flurer
- 2) Chris Rupp
- 3) Braydon Obreimski
- 4) Nick Johnson
- 5) Andy Castellini
- 6) Mike Mulherin
- 7) Aaron Wilson
- 8) Garret F.
- 9) Dan Ross
- 10) Bob Walker

#### Modified 2wd C-Main

Sorry lost results in travel

#### Modified Truck A-Main

- 1) Kevin Ganoe
- 2) James Schlick
- 3) Anthony Mazzara
- 4) Vincent Nocella
- 5) Mike Mulherin
- 6) Todd Lewis
- 7) Max Flurer
- 8) Mike Gay
- 9) Tim Powers
- 10) Chris Wolfson

#### Modified Truck B-Mian

- 1) Andy Castellini
- 2) Dan Ross
- 3) Jesse Barcik
- 4) Chris Rupp
- 5) Garret F.
- 6) John Gay
- 7) Kyle Van Nuys
- 8) Kevin Boyle
- 9) Ben Coleman



Well the racing is the summer is hot and the 2006 Electric Regional at Pit Stop Hobbies was no exception. Racers traveled from all over the region to compete in this annual event. The program was to have a Club race on Sat and the Regional event on Sunday. This would give the out of town racers some needed track time, but mother nature would not have any of that. When the Drivers took to the stand for the first qualifier the sky opened up and let loose with some major rain. The track crew did everything they could to salvage the day of racing but it was to no avail mother nature won this day. As day break came on Sunday morning racers arrived to a freshly tilled and groomed track that would be ready soon for practice and qualifying. A special thanks from all the racers went out to Kurt Schredder for getting up so early to prep the track for them.

Qualifying started and it was on between all the top drivers in our region and the NY crew that came to the event. When all was said and done the racing day was huge success and the turnout surpassed last years event. Congratulation to all the newly crowned region champs on their victories and we will see you again next year to defend the title.

# Region 2

Hello Region 2 members...

I'd like to wish all those in Region 2 a Happy New Year and best wishes for the 2007 racing season. In my opinion, 2007 is a critical year for ROAR. We have a newly "elected" president who will have a significant influence on the direction of ROAR. The president has the capability to appoint those members of the executive committee whom he believes will serve in the best interests of the racers in their respective roles. As members of ROAR, we have a responsibility and a right to voice our concerns and suggestions when we believe our interests are not being represented by the decision makers at the executive level. In order to make sure the average member's concerns are being heard, Billy Bowerman, the newly elected Competition Director has offered to field and forward our concerns to the executive committee. I appreciate Billy's willingness to be the voice and representative of the racers at the executive level. Therefore, should anyone have any concerns or suggestions for ROAR please e-mail me your comments and I will forward them to Billy.

For 2007, I plan to attend a lot more races throughout our region, this includes some off-road events. I still feel that having a designated on-road and off-road director will improve the racing environment at the Regional level. For 2007 Kevin Boyle who will remain in place as the Region 2 Off-Road director. According to those I've spoken with at the executive level, ROAR will role out a plan to bring back the importance of attending regional races. My understanding is special preferences will be made at the ROAR national level to those racers who attend a ROAR regional event.

## 2007 Regional Event Updates:

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 immediately. Especially those interested in hosting an off-road event.

For 2007, the on-road regional schedule is as follows:

**1/8<sup>th</sup> & 1/10<sup>th</sup> Fuel On-Road regional championship July 6, 7 & 8 301 Raceway, Brandywine, MD**

**1/10 & 1/12<sup>th</sup> Carpet On-Road regional championship Nov. 3 & 4 The Track (Mimi's), Gaithersburg, MD**

These are only the ROAR regional events we have on the calendar. I will work with Kevin to get the off-road venues posted ASAP. We still have room for "State Champion" and Multi-Regional Open Events.

As always, be sure to check out the newly formatted ROAR website, [www.roarracing.com](http://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 notifica-

## 2004 Region 2 Champions:

2wd Modified Electric	
Off-Road:	Josh Knight
Modified Electric Truck:	Al Ford
1/8 <sup>th</sup> Fuel On-Road:	Vincent Jackson
1/10 <sup>th</sup> Fuel Sedan	Eric Jones
1/10 <sup>th</sup> Mod Electric Sedan	Billy Spence
1/10 <sup>th</sup> Stock Electric Sedan	Jeff Cuffs
1/10 <sup>th</sup> Fuel Off-Road Truck	Kevin Ganoe
1/8 <sup>th</sup> Fuel Buggy Off-Road	Jamie Grayek
18 <sup>th</sup> Monster Truck	David Saunders
1/10 <sup>th</sup> Stock Carpet Sedan	Jason Schreffler
1/12 <sup>th</sup> Stock	Mark Unrath
1/12 <sup>th</sup> Modified	Jeff Cuffs

## 2005 Region 2 Champions:

1/10 <sup>th</sup> 19T Electric Carpet Sedan	
Craig Xavier	
1/10 <sup>th</sup> Stock Electric Carpet Sedan	
Dan Hartman	
1/12 <sup>th</sup> Stock	
Heimbert Olmos	
4-Cell Stock NASCAR	
Bill Osborn	
1/10 <sup>th</sup> Fuel Sedan	
Eric Jones	
1/10 <sup>th</sup> Stock On-Road Sedan	
Tim Getchell	
1/10 <sup>th</sup> 19T On-Road Sedan	
Andrew Gray	

tions from ROAR, go to the ROAR Website, click on the "RevUP" tab on the home page and enter your e-mail address.

*I've been using the Rev-Up publications to showcase race facilities within Region 2. I felt this would be a great opportunity to spark an interest in racers to travel outside their home facilities. Please feel free to e-mail a brief description of a Club in your area which you would like to see published. I hope this helps to improve racing interest in the region. So far in earlier Rev-Up articles, I've covered Debbies RC World, The Track, Horsham R/C Racing, Dirt Burners R/C Club and 301 Raceway.*

**This articles feature track / club is the VORRA Club, located in Richmond, VA. (Courtesy of Paul Knab)**

**Paul Knab has been elected 2007 VORRA Vice-President. Check out their new website at [www.vorra.org](http://www.vorra.org)**

*Our club is called VORRA which stands for Virginia On-Road Racing Association. We have been around for about 8 or 9 years now and have grown quite a bit since the early days. We have been racing in the 360 West shopping center here in Richmond for a few years now. Since we are in Richmond, we have a good central location so we regularly welcome racers from the Virginia Beach area and northern Virginia. We usually race up to 6 classes to include 1:8 scale, touring car pro, touring car sport, electric, nitro truck, and monster truck.*

*We currently run the Jlap Program with loaner transponders, and we follow all of the ROAR guidelines for track barriers and lay-out. We figure the track measures about 200' long and 75' wide. The parking lot surface is relatively smooth and we blow the rocks and dirt off every time before laying down the track. We are very proud of our new driver's stand which is kind of unique and very safe. It was put together using an all aluminum platform and steps which you usually find at schools that have outdoor trailers for overloaded classrooms. We have modified it several times to make it easy to set-up and tear-down. We are currently looking at the possibility of moving the track to another location. This is a very time consuming adventure as I'm sure anyone who is a member of a club like ours could tell you. Financially speaking, the past couple years have been good to us so we felt that this may be a good time to move to a better location.*

## Racing News:

I recently had the opportunity to attend two high profile on-road carpet events here in the region. The weekend of December 10<sup>th</sup>, Horsham RC hosted the first of the extremely popular "eXpress Motorsports" sponsored carpet on-road events and the weekend of January 6<sup>th</sup>, The Track hosted the "Full Throttle" sponsored carpet on-road shootout. I'm not able to provide the results of the events as these are not ROAR sanctioned events, but I will say this. Both of these ROAR affiliated tracks did an outstanding job in hosting these events. These facilities are truly just a few of the many top racing facilities we have in the region. Both races were run flawlessly and everyone who attended had a great time. I ask that those who are in the market to purchase products consider those retailers who provide us with a top notch racing facility.

Also, I'd like to personally thank the members of eXpress Motorsports and Full Throttle Motorsports for their continual commitment and support to the racers in Region 2. These races attracted the top carpet on-road racers in our region and improve the racing attendance at the local level by setting record level turnouts.

Should you have any questions, please forward your e-mail address to [carl.giordano@cit.com](mailto:carl.giordano@cit.com)

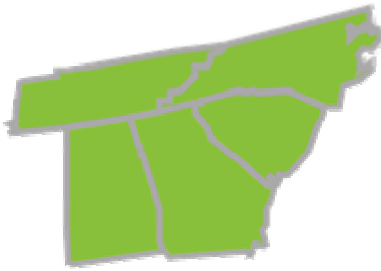
## 2006 Region 2 Champions:

1/10 <sup>th</sup> 19T Electric Carpet Sedan	
	Jason Schreffler
1/10 <sup>th</sup> Stock Electric Carpet Sedan	
	Jeff Cuffs
1/12 <sup>th</sup> Stock	Jeff Cuffs
1/8 <sup>th</sup> Fuel On-Road	Bob Van Wagner
1/10 <sup>th</sup> Fuel Sedan	Vincent Jackson
1/10 <sup>th</sup> Mod 2wd Buggy	Vincent Nocella
1/10 <sup>th</sup> Mod Truck	Kevin Ganoe
1/10 <sup>th</sup> Mod 4wd	Nick Johnson
1/8 <sup>th</sup> Fuel Off-Road Buggy	
	Chris Crews
1/10 <sup>th</sup> Fuel Truck	Kevin Ganoe
Production Monster Truck	Kijana Crichtom
Unlimited Monster Truck	Blake Whitehead



REGION DIRECTORS AND TRACK AFFILIATES

# Region 3



Region 3 Director

[Brandon Melton](#)

# This region not reporting



# Region 4

## Region Director

**Tater Melton**

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**Tater Melton 2007 ROAR Region 4 Director**

Hi everyone,

I would like to introduce myself my name is Aaron Melton better know as (Tater) I have been selected to be the new Region 4 ROAR Director by the members of the ROAR EXCOM. I have been into R/C for around 23 years starting with 1/8 nitro onroad then 1/12 electric onroad, followed by hydro RC boats and now offroad for the past ten years steady.

I have made a lot of friends in the offroad side of racing and really that's what I am all about... racing R/C cars and making friends and having fun doing it. I have been to a few of the onroad races in Florida mainly the big races but you will see me at a lot of the state races very soon. I plan to be at the first electric onroad state race in Palm Beach at the village which I'm really looking forward to attending as I hear it's a real nice track.

While I am director I plan to meet all of the racers in Florida from on-road, oval, and offroad to hear new ideas from the racers and work towards making some needed changes to make the races better and to hear racers say that they are happy to have R/C racing as their hobby. I have been a ROAR member for a long time and am glad to be a member. I feel that ROAR is a good thing for the R/C

racers as we know today. So look for me soon at your track I want to make some new friends and if anyone needs to email me you can @ Tater@tatersrcworld.com or # 772-201-1344 anytime

See ya,  
Tater

### **FORGASS State Race # 4 was at Homestead RC Speedway at the Homestead Motor Speedway in Homestead.**

This was race number 4 of our 2006/07 Season. This was our first race at this location. John and his crew did an excellent job taking care of the racers needs. Chef John Wong now retired from R/C Racing had some excellent food for everyone all weekend. So let's see how everyone did.

In the .12 Gas Sedan class, 45 racers showed up to see who could be the first to TQ at this track. Well after the 4 rounds of qualifying there were 11 drivers with 21 laps, and 8 drivers with 22 laps. But the fastest time was done by local racer Andrew Duperrouzel with a time of 22 laps in 5:00.47 almost a 23 lapper. Rounding out the top 5 were also some local racers: 2nd Danny Horta with 22 in 5:02.49, 3rd was D.J. Apolaro with 22 in 5:02.78, 4th Gianni Giorgio with 22 in 5:03.84 and 5th was Art Carbonell with 22 in 5:04.79. As you can see the top 5 were very close. Now came the time everyone enjoys the Mains! We started with the D-Main. A main with 12 racers with many different skill levels. Some of the racers had bad qualifiers and some were still new to this hobby. When the 20 minute main ended it was Duncan Chin in 1st with 71 laps in 18:56.86, 2nd was Denise Burton-Clark with 69 laps in 20:01.80 and 3rd was Bill Graham with 59 laps

in 20:09.28. The bump-up Winner was Greg Marrall with 76 laps in 20:11.95. In the C-Main again there was a big mix of drivers. After the nitro cleared it was Jonathan Williams leading the way with 78 laps in 20:05.31, 2nd was Richard Fox with 75 laps in 20:04.53, and 3rd was Bill ragas with 74 laps in 20:01.78. Jonathan was the Bump-up winner but chose not to bump-up. The B-Main was 25 minutes of some excellent racing. 1st place went to Chris Foster with 99 laps in 25:11.73, 2nd was Gary Soltys with 96 laps in 25:00.34 and 3rd was Wayne Hinds with 96 laps in 25:14.60. The Bump-up winner was Eduardo Cabal just barley edging out Chris with 99 laps in 25:09.30. The A-Main was an excellent race with 6 drivers very close for the entire race. 30 minutes of some very clean racing with 12 of the best drivers around. But local boy D.J. Apolaro and his Serpent 720 found the right setup and won this main. His time was 128 laps in 30:00.52. This was the first win of the year for our defending champion. The rest finished like this: 2nd Danny Horta with 126 laps in 30:11.55, 3rd was Andrew Duperrouzel with 126 laps in 30:13.06, 4th was Art Carbonell with 125 laps in 30:02.08, 5th was Rafael "Re-sort" Angulo with 124 laps in 30:01.88, 6th was Luke Whitaker with 124 laps in 30:09.93, 7th was Ryan Rhodes with 118 laps in 29:33.00, 8th was Robert Maestrey with 107 laps in 30:05.69, 9th was Eduardo Cabal with 27 laps in 7:04.34, 10th was Daniel Onorato with 14 laps in 3:28.42, 11th was Roniel Regalado with 9 laps in 2:49.70 and 12th was Gianni Giorgio with 5 laps in 1:22.44.

So after this race here is how the Sedan top 10 in points look: 1st Art Carbonell with 298, 2nd Andrew Duperrouzel with 297, 3rd Robert Maestrey and D.J. Apolaro with 289, 4th Roniel Regalado and Rafael Angulo with 287, 5th Luke Whitaker with 279, 6th Austin Wolfe with 278, 7th Eduardo Cabal with 273, Ben Griffin with 272, 9th Mark Harrison with 269 and 10th is Charlie Bone with 263.

In 1/8th Open 31 drivers showed up to test the new track 3 racers were really faster than the rest of the field as they got 25 laps while most of the rest got 23 laps. Leading the way was Chris Tosolini with 25 laps in 5:08.34. The only other 2 racers to get 25 was Paolo Morganti with 25 laps in 5:12.55 and Scotty Gray with 25 laps in 5:13.11. In the D-Main it was a battle for survival. When finished 1st was Melanie Esser with 56 laps in 18:57.17 even with a run away car at the end, 2nd was Joel Delgado with 46 laps in 19:57.22 and 3rd was Juan Ragusa with 1 lap in 6:57.73. The bump-up winner was David Larry with 69 laps in 20:02.25. In the C-Main Jim Rice was 1st with 82 laps in 20:00.46, 2nd was Douglas Day with 81 laps in 20:09.13 and 3rd was Richard Fine with 77 laps in 20:07.55. The Bump-up winner was Julian Hope with 84 laps in 20:02.28. The B-Main was very exciting the top 3 were close for the entire 25 minutes. 1st was Franco Ragusa with 108 laps in 25:10.27, 2nd was Joe Sumasky with 107 laps in 25:09.02 and 3rd was Julian Hope with 100 laps in



# Region 4

25:04.03. The Bump-up winner was Jim Sowa with 108 laps in 25:01.51. In the A-Main we had one of the best races of the year. For the first 15 minutes we had 3 drivers trading the lead, Chris Tosolini, Paolo Morganti and Scotty Gray were turning some awesome laps. Then Chris had some engine troubles and that left Scotty and Paolo. They would stay with in 1 to 5 seconds apart for the entire 30 minutes. But when it ended it was Scotty Gray holding off the boss by 1.2 seconds. His time was 142 laps in 30:06.26 2nd was Paolo Morganti with 142 laps in 30:07.42. Both drivers were driving Serpent 960's. The rest finished like this: 3rd was Vince Tate with 136 laps in 30:08.81, 4th was Philip Abed with 135 laps in 30:02.69, 5th was Ashton Brinson with 131 laps in 30:05.69, 6th was Joaquin Desoto with 128 laps in 30:04.48, 7th was Jim Sowa with 127 laps in 30:11.49, 8th was Chuck Moon with 125 laps in 30:02.93, 9th was Chris Tosolini with 70 laps in 15:28.59 and 10th Randy Colvin with 42 laps in 12:15.62.

So here is how the top 10 in 1/8th Scale look: 1st Joaquin Desoto with 294, 2nd Philip Abed with 291, 3rd Chris Tosolini with 290, 4th Chuck Moon with 289, 5th Ashton Brinson with 288, 6th Randy Colvin with 285, 7th Jim Sowa with 283, 8th Jerry Deyoung and Julian Hope with 273, 9th Vince Tate with 269 and 10th is Greg Esser with 260.

All the races were fun to watch. There was some close racing and everyone seemed to have fun. A special thank you goes out to Doug McNeely of Serpent USA for running the computer and calling the races.

Our next race is January 13th and 14th, 2007. It will be at the Fort Myers Civic Center. This will be the last race before the Winternats. Hope to see you all there.

## Welcome to the Region 4 Race Report with Glenn Napurski from Next Level Hobbies.

**Round one of the Florida State Off Road Series 2007 Season ran in Bartow Florida at 555 Speedway on December 9<sup>th</sup>, 2006.** This race brought a significant change to the series as a Sportsman 1/8<sup>th</sup> scale buggy class was offered for the first time in this long running series. Race officials are also now calling rough driving penalties during the qualifiers and mains which has cleaned up the racing and placed a premium on better driving throughout the event.

Most of the series regulars were on hand as well as some new faces and the turn out of 180+ entries exceeded last years opening round turn out. The track was not blue grooved and was run loamy which provided some great racing action and a lot less tire wear than normal. Kenny "the Scarecrow" was in the booth and called another great race.

The layout featured a variety of rollers, choppy bumps, potholes, table top jumps, and a nasty up hill double going away from the drivers stand on the right hand side of the course before drivers had to race down the long back stretch.

There was a lot of discussion in the pits and during the awards banquet Friday night over how many people would contest the sportsman 1/8<sup>th</sup> title and who would remain in the expert 1/8<sup>th</sup> class to fight it out with the pros. The split seems pretty even with 37 drivers entering the expert class and 40 drivers entering the sportsman class for this race.

Qualifying got started a little late and most of the usual suspects were present to fight it out for the TQ spot in their respective classes. Due to the loamy surface it was important to get a good first run in during qualifying as the track surface continued to break down throughout the day providing drivers with a lot of extra bumps and holes to contend with during their second run.

At the end of round number two 2006 1/8<sup>th</sup> scale champion JR Mitch took the TQ spot for 1/8<sup>th</sup> scale expert buggy with a 10 lap 5:08.06 run to continue his dominant performance in this class. Leon "Neon" McIntosh was 2<sup>nd</sup> with Bobby Phillips rounding out the top 3 in 1/8 scale expert buggy.

The TQ spot for 1/8<sup>th</sup> Sportsman buggy went to Nick Westbrook with a 10 lap 5:25.83 followed by James

Tate in 2<sup>nd</sup> and Matt Allen taking 3<sup>rd</sup>.

The 1/8<sup>th</sup> scale Arena Truck TQ spot went to Jeff Keaton with a 10 lap 5:20.59. Tony Pattishall took 2<sup>nd</sup> with Kyle Sokol coming in 3<sup>rd</sup>.

Production Monster truck saw JJ Turk take the TQ with a 9 Lap 5:13.65 run. Pete "The Greek" was 2<sup>nd</sup> while Larry "Chucky" Bergeron posted the 3<sup>rd</sup> best qualifying time.

In Gas Truck JR Mitch led the way with a 9 lap 5:08.75 run and doubled up on TQ points for the weekend. Ryan "Rhino" Eckert was 2<sup>nd</sup> followed by Jason Ruona in 3<sup>rd</sup>.

In the Gas Truck B main Leon McIntosh and Dave Farmer made the bump to the A main after putting a lap on the field. In the Gas Truck A main JR Mitch took the checkered flag and 1<sup>st</sup> place followed by Jason Ruona in 2<sup>nd</sup> and Ryan Eckert in 3<sup>rd</sup>. Leon McIntosh and Dave Farmer made the most of the bump by finishing in 4<sup>th</sup> and 5<sup>th</sup> after starting 11<sup>th</sup> and 12<sup>th</sup> in the Gas Truck A main. Last years season champ Dave Bengston missed this race and will have some ground to make up on the rest of the field if he wants to repeat as champion in Gas Truck.

In the Sportsman 1/8<sup>th</sup> scale buggy B main Steve Szykalski and Shub lapped the rest of the field to transfer to the A main. In the Sportsman 1/8<sup>th</sup> scale A main James Tate took the win followed by Shub (who came all the way from a 12<sup>th</sup> place start) in 2<sup>nd</sup> and Greg Witham in 3<sup>rd</sup>. Steve Szykalski made the most of his bump position by finishing in 4<sup>th</sup> and David Solomon finished 5<sup>th</sup>.

In the 1/8<sup>th</sup> scale Expert B main Jim Larrimore and Luis Perez won a tight race with Glenn Napurski and Matt Mehrling (all four drivers finished on the same lap within 11 seconds of each other) to bump to the A main. In the 1/8<sup>th</sup> scale Expert A main JR Mitch lapped the entire field to take the win (can anyone stop JR?). Leon "Neon" McIntosh finished in 2<sup>nd</sup> and was the only person to go only 1 lap down to the winner. Bobby Phillips finished 3<sup>rd</sup> followed by Jason Ruona in 4<sup>th</sup> and Nathan Wincek in 5<sup>th</sup>. Series sophomore Michael Jones decided to stick with the expert class this season and made the most of his first A main start in this class to finish 8<sup>th</sup> (way to go Mike!). Jeff Keaton and Luis Perez didn't make the green flag for this race.

In the 1/8<sup>th</sup> scale Arena Truck B main Chris Shadron lapped the field to bump to the A main along with Kawi

Brown. In the 1/8<sup>th</sup> scale Arena Truck A main pole sitter Jeff Keaton didn't make the green flag which opened the door for 2<sup>nd</sup> place qualifier Tony Pattishall. Tony used the hole shot to help put the field down 2 laps and take the win. Kyle Sokol finished 2<sup>nd</sup> and Chris Shadron took advantage of the bump to come home 3<sup>rd</sup>. Glenn Napurski finished 4<sup>th</sup> and "Jungle" Jim Myers finished in 5<sup>th</sup>. Another series sophomore Duane Sizemore took advantage of his first A main start in 1/8<sup>th</sup> Arena truck to finish 7<sup>th</sup> (Nice Run Duane).

In the Production Monster Truck B main Scott Beiswinger lapped the field to bump to the A main along with Jim Barry. In the Production Monster Truck A main pole sitter JJ Turk put the field down a lap and brought his Revo home 1<sup>st</sup>. Former series champ Joey "Batman" Perez finished in 2<sup>nd</sup>. Joey made the race despite being involved in serious car accident that totaled his trailer in November. Good to see you at the track Joey. Bill Gramatica finished in 3<sup>rd</sup> followed by Dave Warr in 4<sup>th</sup> and "Jungle" Jim Myers scored his second 5<sup>th</sup> place finish of the race weekend.

My hard luck of the race award has to go to Jeff Keaton who qualified for the A main in both 1/8<sup>th</sup> scale Arena truck and 1/8<sup>th</sup> scale expert buggy and didn't make the green flag in either event (engine troubles looked to be the culprit). Runner up for the hard luck award goes to Larry Bergeron who ripped off a great 3<sup>rd</sup> place qualifying run in Production M/T only to be slowed by a broken wheel hex drive pin during the race. Larry was able to repair his problem and go on to finish the 8<sup>th</sup> in the A main so it wasn't all bad.

Hard charger of the race goes to Steve Szykalski who bumped from the D main in 1/8<sup>th</sup> scale Sportsman buggy all the way to the A main. Nice driving Steve!!!!

Special thanks go out to the track crew at 555 for giving us a great layout and track conditions for racing. This was a great opening weekend for the series. Follow the series points battle all season long ([www.fsors.com](http://www.fsors.com)) as Florida's best fight it out on the race track to see who will be the 2007 FSORS series champions. Watch for the results from Round 2 in Ocala on January 13<sup>th</sup>, 2007.

This has been your Region 4 Off Road race report with Glenn Napurski from Next Level Hobbies. Thanks for reading and see you at the races.

# Region 4

**Welcome to the Region 4 Race Report with Glenn Napurski from Next Level Hobbies.**

**Round two of the Florida State Off Road Series 2007 season ran in Ocala Florida at the Ocala Regional Sportsplex on January 13<sup>th</sup>, 2007.**

After a great race and turnout at Round one in Bartow I was left wondering if the fantastic turnout would continue and the racers from Region 4 didn't disappoint. We had over 200 entries for this race and the sportsman class is proving to be a favorite with this crowd. In all we had 43 entries for 1/8<sup>th</sup> scale expert buggy, 41 in gas truck, 42 in 1/8<sup>th</sup> scale truck, 30 in production monster truck, and 48 entries in 1/8<sup>th</sup> scale sportsman buggy. Due to the 213 total entries for this event the mains were shortened to 10 minutes for the B mains and 20 for the A mains in each class (sportsman 1/8<sup>th</sup> scale was 10 and 15). All C mains and lower were 5 minutes as usual.

The track was treated with calcium and grooved up nicely during the open practice on Friday. You race past the drivers stand down the long front straight with a huge banked 180 degree turn at the end. Off the bank you sky the huge table top landing on the back side and hitting a small double before heading into the infield. The track snakes to the left into a series of chicanes (not over driving was key to going fast here) before hitting the triple followed by a couple of hairpin corners linked by short straights. Turn 180 degrees onto the treacherous back straight featuring a quad section followed by a table top and another double before you turn down the hill over some steps and weave your way through a chicane and head back onto the straight. The track did feature a bypass for 1/10 scale gas trucks but it was voted on during the drivers meeting and the long course won 17 to 15. The drivers stand at this track is large enough for 12 drivers so we were seeding 10 and bumping 2 in the mains.

Special thanks go out to our series announcer Kenny "the scarecrow" for keeping this event moving all day long. This race could have easily lasted until well past midnight with any other announcer. Special thanks to the track crew at Ocala for doing a nice job with the layout and maintenance on Friday and Saturday. Let's get to the race report.

The Gas Truck class took to the track first and JR Mitch set the TQ at the end of round 1 with an 8 lap run in

5:15.31 and Ryan "Rhino" Eckert was third with 8 in 5:18.84. In all nine drivers made the 8 lap mark in Round 1.

In 1/8<sup>th</sup> sportsman buggy class Ryan Rodriguez led the way with a 9 lap run in 5:14.22. James Tate was second with a 9 in 5:15.94 and Jason Fackender was third with a 9 in 5:22.99. Only 5 drivers posted 9 lap runs in round 1 for the sportsman class.

The 1/8<sup>th</sup> expert buggy class saw Ryan "Rhino" Eckert lead the way with a 10 lap run in 5:28.47. JR Mitch was second with a 9 in 5:01.30 and Nathan "Old School" Wincek was third with a 9 in 5:03.51. Ryan Eckert was the only driver to post a 10 lap run for the expert class in round 1.

Next was 1/8<sup>th</sup> scale Arena truck and 2006 series Champion Gene "The Machine" Hickerson was on hand to begin his title defense. Gene laid down a 9 lap 5:08.65 run. Round one winner Tony "Hackishall" Pattishall was second with 9 in 5:10.64 and "Jungle" Jim Myers was third with 9 in 5:12.47. Competition is heating up in this class as 17 drivers posted 9 lap runs in round 1.

Production Monster truck ran last and Scott Beiswinger led the way with a 9 lap run in 5:37.02. JJ Turk was right behind in second with 9 in 5:38.54 and "Jungle" Jim Myers was third with 8 in 5:01.63. Only Scott and JJ posted 9 lap runs in this class for the first round.

We had a short break in between rounds while the track crew did some maintenance. The track continued to get faster throughout the day as more rubber was laid down on the racing groove. Unlike Bartow where most drivers laid down their best run in the first round a big battle was shaping up in all the classes for round 2. Let's take a look at what happened next. The results will surprise more than a few people.

Gas Truck was up first and JR Mitch showcased his talent by laying down a scorching 9 lap run in 5:30.52. Leon "Neon" McIntosh stepped up and took second with an 8 in 5:00.25 (just missing that 9 lap pace by a quarter second) and Jason Ruona was third with 8 in 5:02.41. The top 12 drivers in this class all posted their fastest runs in round number two. That's two races and two TQ runs for JR in this class. Leon, Jason and Ryan appear to be hot on his heels and I'll be watching this battle all season long. In 1/8<sup>th</sup> scale sportsman buggy James Tate led the way with a

9 lap run in 5:01.60 to take the TQ. Jason Fackender moved up to second with 9 in 5:13.23 and Ryan Rodriguez held on to third with his first round run of 9 in 5:14.22 holding up.

Expert 1/8<sup>th</sup> scale buggy was next and JR Mitch squeaked out the TQ spot with a 10 lap run in 5:21:23. Leon "Neon" McIntosh was a scant .69 seconds behind JR with a 10 in 5:21.92 and Ryan "Rhino" Eckert was third with a 10 in 5:24.40. The top 10 in this class all posted their fastest runs in the second round. The competition in this class is so tight that positions 6 through 10 were decided by less than one second. The top 35 drivers in this class posted 9 lap runs or better.

In 1/8<sup>th</sup> scale Arena truck Gene Hickerson held onto the TQ spot with a 9 lap run in 5:00:89. The surprise of the night though had to be Larry "Chucky" Bergeron in second with 9 in 5:04.60. Larry was running a brand new Kyosho ST-R and was the only driver I saw all weekend to run the back stretch by quading the first four jumps and then riling the table top to clear the rest of the back stretch with only two jumps. Most drivers were only able to run the back stretch with double double triple or double double double single (that was the most consistent approach). Anton "double flip" Watson was in third with 9 in 5:07.27 and he barely beat out Martin "Automatica" Gramatica in fourth by .12 seconds. The top 20 in this class all posted 9 lap runs.

Production Monster truck ran last and Pete "The Greek" took the TQ with a 9 lap run in 5:35.39. Robert Arroyo was right behind (just 1 second back) in second with 9 in 5:36.48 and Scott Beiswinger held on to third with his first round run of 9 in 5:37.02 holding up. We had a short break before the mains with a little more track maintenance. Big thanks to the track crew at Ocala for staying on top of the track all day and night. Let's see how things played out in the mains.

In the Gas truck B main James Tate won and Marshall "There's a new Marshall in town" Walker finished second to bump up to the A. In the A main Ryan "Rhino" Eckert put the entire field a lap down to take the win with 31 laps in 20:07.99. Leon "Neon" McIntosh was second and James Tate made the most of the bump to finish a strong third. David Farmer was fourth and TQ winner JR Mitch was fifth. In the 1/8<sup>th</sup> scale sportsman buggy B main Matt Allen lapped the field and Patrick Van-Burger finished second to transfer to the A main. In the 1/8<sup>th</sup> scale sports-

man buggy A main Matt Allen stunned the field (and this reporter) to take the win from his 11<sup>th</sup> place starting position with 25 laps in 15:10.54. TQ holder James Tate finished second and Kawri Brown took home the third spot. Jesse Olsen was fourth and David Solomon was fifth.

In the 1/8<sup>th</sup> scale expert buggy B main Jim Larrimore and Matt Mehrling lapped the field to bump to the A main (that's two straight B main wins for Larrimore). In the 1/8<sup>th</sup> scale expert A main Gene "The Machine" Hickerson took the win with 36 laps in 20:7.08. Ryan "Rhino" Eckert was only 5 seconds back in second and Gary Mazur came home third. Bobby Phillips was fourth and Leon "Neon" McIntosh was fifth.

In the 1/8<sup>th</sup> scale Arena truck B main Duane Sizemore and Jesse Olsen won a close battle with Jon Faulkner (all three drivers finished on the same lap within 12 seconds of each other) to bump to the A main. In the 1/8<sup>th</sup> scale Arena truck A main Gene "The Machine" Hickerson put the field a lap down and took the win with 34 laps in 20:21.79. Martin "Automatica" Gramatica was second and Next Levels' own Glenn Napurski finished in third. Kyle Sokol was fourth and Duane Sizemore made the most of the bump finishing fifth.

In the Production Monster truck B main Bill Gramatica lapped the field and Mike Brotherton finished second to bump to the A main. In the Production Monster Truck A main Joey "Batman" Perez took the win with 32 laps in 20:07.44. JJ Turk was a close second (less than 10 seconds behind Joey) and Pete "The Greek" finished third. Scott Beiswinger was fourth and Robert Arroyo was fifth.

My hard luck of the race award goes to Jason Fackender who qualified second in 1/8<sup>th</sup> scale sportsman buggy but did not make the start of the A main.

Hard charger of the race goes to Matt Allen who bumped from the B main in 1/8<sup>th</sup> scale sportsman buggy and went on to take the win in the A main. Nice driving Matt!!!!

Special thanks go out to the track crew at Ocala for giving us a great layout and track conditions for racing.

This was another great weekend for the series. Follow the series points battle all season long [www.fsors.com](http://www.fsors.com) as Florida's best fight it out on the race track to see who will be the 2007 FSORS series champions. Watch for the results from Round 3 in Hudson on February 17<sup>th</sup>, 2007.



# Region 4



End of the Year Banquet - courtesy Tater Melton



Ryan Eckert



J.R. Mitch



Bobby Phillips



Region 5 Director

Rob King



**This region not reporting**





Portable tracks are fun too!

### Region Director

**Eddie Hill**

**PO Box 7401**

**Jackson MS 39282**

**601.924.6416**

[fast@smallcarsunlimited.com](mailto:fast@smallcarsunlimited.com)

I hope from the bottom of my heart that every ROAR member from the Atlantic to the Pacific, from the North to the South, has a superlative new year. We saw many new innovations in 2006, but we heard more than our fair share of ugliness from people fighting progress. My wish for ROAR in 2007 is that we continue to grow and see continued innovative progress and hear much less from our professional whiners.

My abdominal surgery last November went off without a hitch. Well,,,,,there were moments that are funny now, but at the time made me hesitate. When I went for a pre-operation consultation, in walked my surgeon – a very attractive, blond, female type person. After introductions, small talk, etc. she says “O.K. drop ‘em and lets see what you’ve got. After she decided that I did in fact require surgery, she made arrangements for it to take place where???? You guessed it, “Woman’s Hospital”. While I was in the hospital the only “guys” that I saw there were visitors. But, I must say that I was treated better at Woman’s Hospital than any other hospital I have ever been in before. I am still not back 100% but I am much better. Small Cars Unlimited and I have been able to continue to operate because Brandy and

Alan Jenkins, and Lea Anne and Mike Flannagan have ridden herd on me and kept me from doing things, like lifting, that they knew I should not do. Thank you, thank you.

November 2006 Small Cars Unlimited held its’ Annual Gobbler Classic. I may have lost count, but I think that this was the 15th event. I guess that I could trace back and count, but how many events are not important. What is important is that we had a great time. It was all that I could do just to climb up into the counters tower. And once up there, I would stay there until the race day was over. The normal chores of running a race were taken out of my hands. Everyone pitched in to help out. The pain pills helped, but not as much as the people supporting me. The day was beautiful and the good sportsmanship exhibited by the racers made my personal discomfort worthwhile.

At Small Cars Unlimited, there are too many tracks and too many classes available to run them all in a single day. The local racers pick the most popular classes, both on road, off road and oval, and race only those for this special event.

I hope from the  
bottom  
of my heart that  
every  
ROAR  
member from the  
Atlantic to the  
Pacific,  
from the North to  
the South, has a  
superlative  
New Year.

~Ed Hill

Stock Touring Sedan – TQ, Terry Vaughn; 1st, Danny Beachamp; 2nd, Edward Beachamp; 3rd, Brian Dickenson. (Please note – Beachamp is spelled “be a champ”.)

1/8th Nitro Buggy – B Main – 1st, Jim Schiff; 2nd, Mike Henry; 3rd, Chad Conrad.

Stock Truck – TQ, Brian Dickenson; 1st, Brian Dickenson; 2nd, Brendon Nolan; 3rd, A.J. Jenkins. (Please note – A.J. will not be 5 years old until April 2007.)

1/8th Nitro Buggy – A Main – TQ, Ed Matlage; 1st, Samuel Pearson; 2nd, Brendon Nolan; 3rd, Greg Gatewood.

Truggy – TQ, Alan Jenkins; 1st, Stewart Small; 2nd, Danny Beachamp; 3rd, Mitch Saxton.

This is on line Rev-Up number 7. I know that this issue will be better than the last. Thank you Ms. Editor.

How many of you out there in R/C land have told Dawn “thank you” for the great job that has been done publishing our Rev-Up? If you haven’t, it is 6 months past due.

Yours in racing,

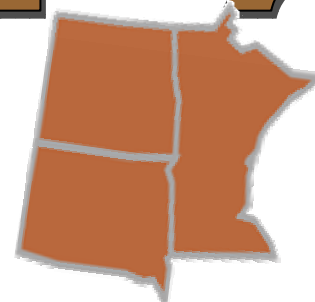
Ed Hill

The results of the 15th (we think) Annual Gobbler Classic are as follows:

Paved Oval – 4 Cell 19 Turn – TQ, Brian Dickenson; 1st, Brian Dickenson; 2nd, Buckshot Nolan; 3rd, Derek Long.



# Region 7



### Region Director

**Jason Mosser**

3908 42nd St. NW

Mandan ND 58554

Phone: 701.667.5973

I have just a few things to talk about this issue. First of all, it's January and it's COLD! Several days of sub-zero highs and nearly 20 below nights really make you appreciate warm blankets and a reliable furnace. The crazy thing about this recent cold weather is that it could always be worse. There have been no show-stopping blizzards this winter, not locally at least, and for the most part the winter has been very mild. The most beautiful part of winter in the northern plains has to be the sunsets. If you have never seen one, I encourage you to visit the 'north country' and see for yourself ... or just Google It! There, got that bit of promotion out of the way ... on to some R/C news.

is still up in the air. Race organizers are working with the Prairie Knights Casino staff to get a firm date. Unfortunately, from a promotions standpoint this is a pain in the shorts. Without a firm date, advertisement of the race is difficult. If you have interest in attending, my only suggestion is to keep an eye on the 'Casino Race' [wwnh.net] forum thread. The current 'extremely tentative' event date is April 13, 14 and 15. Accord-

special event coming up this summer. WWNH will be hosting world-renowned R/C racer and all around good guy Adam Drake this June 22, 23 and 24! This will be a two-day race event (23rd / 24th) and will likely have a meet-and-greet (barbecue) session on the evening of the 22nd. Additional details will be available on the WWNH website (<http://wwnh.net>) in the coming months.

able club that is PRCP. You may have seen my previous RevUP articles showing off their outdoor track. As the song goes, "You ain't seen nothin' yet..." In preparation for the winter season PRCP put forth a great effort to convert part of a farm equipment storage shed into an indoor onroad track and pit space. While I do not have pictures to share at this time, I certainly wish I did. With significant labor and monetary investment they have created a great facility that frequently draws racers from Minnesota, Montana and all parts of North Dakota. I feel this facility will quickly become one of the major onroad racetracks in Region 7 and that it will be so for many years to come. Hopefully next issue I will have pictures to share.



Next up, some 'old news'. Region 7 was represented well at the 2006 Cleveland US Indoor Champs back in November. I am aware of the following Region 7 residents that participated at this event: Jari Taskila, Mitch Witteman, Randy Grosse, Steven Schmidt and Tony Block. The results can be found at: <http://www.indoorchamps.com/Files/Mains.htm> Congratulations racers and thanks for making Region 7 proud.

ing to the event organizers, there is also a slim possibility that the event could be moved to a different location and city if an agreement cannot be reached in the next few days. All that I can say for certain is keep an eye on the forum topic!

The Lake Superior R/C Car Club's (LSRCC) winter series is going strong. At the time of this writing, the annual New Years Rumble is quickly approaching. Be sure to check out LSRCC's remaining schedule and their forum for updates.

Jeff from Wheels-Wings-N-Hobbies (WWNH) recently informed me of a

I also recently spoke with Keith Schroeder of the Pingree R/C Park (PRCP). You may notice they have been de-listed from the Region 7 page. He wanted to reassure me that PRCP has not forsaken ROAR and that there was a delay in renewing their club affiliation fee due to miscommunication within the club leadership. He assures me that they will continue their support for ROAR. Thanks go out to the great folks at PRCP for this. I am confident that they will be re-listed once the club affiliation fee has been taken care of. Having that disclaimer out of the way, I feel I can now tell you some great information about the truly remark-

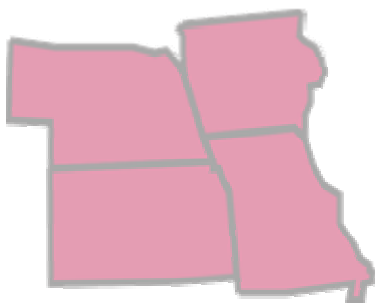
That is about all I have to say this issue. If you have any upcoming events in Region 7, be sure to forward them to me. And as always, support your local hobby shop and be sure to have fun while racing!



# Region 8

Hello ROAR! My name is Phil Beardshear and I am the new Region 8 Director. I have raced most all types of R/C cars, been a track owner, race director, had my own parts sales business and worked for hobby shops. I will use this experience to be objective in decision making during my term as Director. As many of you know, ROAR has lost some of its stature in R/C. Many tracks use ROAR rules but are not affiliated and many large races are not sanctioned. Getting ROAR events to be the biggest and best will take a lot of effort. From ROAR, Board members, Officials, Directors and Members, Tracks and Racers must all be involved. Rules and their enforcement should be easily understood and direct, races should be well organized and run, and racers should be prepared to compete at the highest level in a fun environment. Easy enough to type, harder to make it happen in reality.

On to the fun of racing, at this point 2 Regionals are already in the works, Indoor Offroad at North Missouri R/C in Chillicothe Missouri, [www.nmr-c.com](http://www.nmr-c.com) and Onroad at Evolution Raceway in St Charles Missouri, [www.evolutionraceway.com](http://www.evolutionraceway.com) With plenty of racing in the region hopefully more Regionals will be announced soon.



### Region Director

**Phil Beardshear**

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# NORTH MISSOURI



# Region 9



**Region Director**

**Tommy Porfirio**

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Austin TX 78752

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I would like to wish everyone a Happy New Year. I am anxiously looking forward to the 2007 racing year as well as the rest of you. I at this time would like to thank Robbie Allen from Toy's 4 Big Boyz for making ROAR's first sanctioned Gas Off-Road series in Texas a success. Robbie you are the man! The 2007 T.O.R.C. series is in the scheduling phase and will be ready with the first race some time in March or April. We are planning to add a few more races this year. If you have an off-road facility and would like to host a race, give me a call.

For all gas on-road racers the 2007 Southwest Championship Series schedule is set. 1/8 Open, 1/10th Touring Car, and 1/8th "Spec" class will be ran. The first race will be at Mike's Hobby Shop in Porter Texas, January 28th. The series format has undergone some major changes. Practice will know be on Saturday, with all qualifying and main events will be run on Sundays. The schedule is as follows;

#1 Jan 28 – Porter, TX Mike's Hobby Shop (281)-577-8250 Jeff Parker

#2 Feb 25 – Austin, TX Race location unknown (512)-326-8481 Mike Queller

Mar 22-25 - Speedline G. P. Porter,

TX (281)-577-8250

Jeff Parker

#3 Apr 22 – Rendon, TX RCRCNT (972)-620-0407 Bob Ingersol

May 25-28 - Texas Biggie – Rendon, TX RCRCNT (972)-620-0407 Bob Ingersol

#4 Jul 29 Rendon, TX RCRCNT

(972)-620-0407 Bob Ingersol

#5 Aug 19 Porter, TX Mike's Hobby Shop (281)-577-8250 Jeff Parker

Sep 6-9 2007 ROAR Gas 1/8 OPEN Nationals – Las Vegas, NV

#6 Sep 23 – Rendon, TX RCRCNT

(972)-620-8250 Bob Ingersol

#7 Oct 21 – Porter, TX Mike's Hobby Shop (281)-577-8250 Jeff Parker

Nov 8-11 2007 ROAR Gas Sedan Nationals – Porter, TX (281)-577-8250 Jeff Parker

Dec 1-2 ENDURO – Rendon, TX RCRCNT

(972) 620-8250 Bob Ingersol

I am taking bids for all ROAR Region 9 regional races. If you are interested in hosting a gas or electric, Off-Road, Oval, or On-Road please submit your bids to me. Until next time.

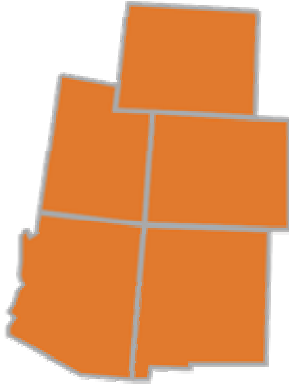


**[Texas Biggie Entry Form - click here](#)**

# RADICAL RACE TRUCKS



# Region 10



### Region Director

**Sean Sanchez**

700 W. Curry Street

Chandler, AZ 85225

480-699-4722

[SSanchz1@cox.net](mailto:SSanchz1@cox.net)



Hello!

My name is Sean Sanchez and thank you for electing me as the region 10 director. My entire intent of running was to do what I could to improve the racing in ROAR in our region and move the events to different locations.

What I have found is, probably what the former director found, NOBODY bids on anything! The tracks up in Wyoming, Sweet-water and Windy City have submitted bids for a state and regional event. I recently received email from MARCAR requesting a regional event and will be responding soon.

The sanctioning rules have changed. Basically, anything over a level three has to go to the sanctioning director, Chuck Moon, as he is keeping record of the events and, this is the good part....

ROAR is now keeping track of regional championship results for seeding at the next year's nationals! So, now you have to attend a regional event if you intend on decent placement in the qualifiers at a national event.

I am available during the day at Scottsdale RC Speedway at 480-945-2186 or at home at 480-699-4722. Please send me email with any questions or concerns.



**Region****11****Region Director****Eddie Goodridge, Jr.**

# This region not reporting

# Region



### Region Director

**Rich Taylor**

PO Box 336492

N. Las Vegas NV 89033

702.374.0370

[Reg12@cox.net](mailto:Reg12@cox.net)

### Track owners/operators

Now is time to get your sanction in for the up and coming race season. I am requesting that all sanctions be sent by e-mail to me in a PDF format. I feel this is the most secure and reliable way to handle these important documents.

In addition, I will also be looking for tracks to hold the Region Championship Races. If you are interested please contact me as soon as possible, so that we can start the planning process. Thank you in advance for your help with this.

It is our intention that meetings will be held at the larger upcoming ROAR Events. At these meeting I will be asking for your full participation. You can do this by contacting us with any concerns, questions, opinions and /or ideas you may have to make Region 12 a better place for its racers and other participants.

In closing, I would like to express how excited I am in having this opportunity to serve as your new Region 12 Director. I am looking forward to the challenge, and the experience of making Region12 the best it can be for everyone involved.

Please contact us if there is anything that we can do to help you and your racing, as we are here for Region 12 and its racers.

### Assistant On-Road Director

**Mr. Garen Hagobian**

14140 Live Oak Unit #D

Baldwin Park, CA 91706

626-338-3815 ext 123

[GarenH@teamvtx.com](mailto:GarenH@teamvtx.com)

### Assistant Off-Road Director

**Mr. Mike Braun**

Riverside, CA

951-333-8754

[Ice3Bills@hotmail.com](mailto:Ice3Bills@hotmail.com)

These two gentlemen have many years of racing experience, a vast knowledge in the Hobby and are well known and respected in Region12. when you see them at a race please feel free to introduce yourself, as they will be looking forward to meeting you and sharing their commitment to making racing and its racers more successful.

I encourage all of Region 12 participants to feel free to contact my office with any comments, questions or concerns that you may have. I can be contacted by phone or email. If by chance I am not available at the time you contact me please leave me a message and I will respond as soon as possible, know it is part of my commitment to address any question or concern in a timely manner.



WELCOME TO CRYSTAL PARK RACEWAY  
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[Great Sound Effects!!](#)



Greeting fellow racers and participants,

I would like to take this opportunity to thank you for your support, and introduce myself along with the new ROAR Region 12 Staff. As the Region 12 Director I have and continue to reside in Las Vegas, NV, Where I am increasingly active and committed to the on-road racing community for more than a decade. I look forward to serving as you region director and am looking forward to the opportunity to meet many of you at the upcoming events and races.

One of the objectives in finding ways to improve in Region 12 is by establishing and keeping open communication with the racers and other participants, my first step in achieving this is to appoint two assistant directors to keep Region 12 on the cutting edge by encouraging all aspects of racing to feel welcome to share their opinions and ideas. By allowing this, I feel all the participants in Region 12 will have a voice and in turn will make racing a better experience for everyone involved. It is our further commitment to listen to each and any of your concerns, questions, ideas, or opinions, and by taking action making any changes and /or improvements as necessary and as quickly as possible.



# Canadian Regions



Canadian National Director

**Don Ropcean**

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Hello Canadian Racers:

My name is Don Ropcean and I am the new Canadian Roar Director. I have been in this sport as a racer for 17 years. I have raced many different classes over the years, both electric and nitro. I live in Quesnel, BC.

I am working diligently on some great things and races for Canada for this coming year of 2007 and for the future. I will have a much more intensive report for you all in the next Rev-Up.

If any of you have any questions or wish to get involved in bringing Canadian racers to the eventual goal of the World Stage at an Ifmar Event please feel free to contact me. It is time we show the World what great racers we have in our great country. You can contact me thru this website.

Yours truly,  
Don Ropcean  
Roar Canadian  
National Director



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