

**Nomination Ballot included in this issue!**

# RevUp **ONLINE!**

Official **ROAR** Newsletter

MAY/JUNE/JULY/AUGUST 2007

Issue 3 & 4; Volume 2

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# 2008 ROAR Nationals

The deadline for submitting bids for track consideration for the

2008 ROAR Nationals has been extended to **August 31, 2007.**

Electronic bids are preferred (email)

Submit to [dmsanchez@cox.net](mailto:dmsanchez@cox.net)

[SANCTION FORM AND NATIONALS BID TEMPLATE FOUND HERE](#)

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[Thank you to our 2007 ROAR Nationals Hosts!](#)

# Nomination Ballot

ROAR Members: Its that time again! This year, 2007, *odd numbered region directors including Canada* are up for election as well as the ROAR Vice President's position. Region Directors are expected to increase sanctioned racing in their regions, provide reports to the RevUP ONLINE every other month for monetary compensation and represent the ROAR Membership in their region to the ROAR Officials. The Vice President's duties include directives from the ROAR President, liaison to class committee's to the Executive Committee, attending ROAR Nationals as an official, all while working towards the betterment of the ROAR membership. Excom meetings are biannually and the VP must attend these meetings. Nominees for Vice President must have a minimum of one year experience as region director, class committee member or Executive Committee member. Qualifications will be verified. Nominees for region director from members within that region only.

**DEADLINE FOR RECEIPT OF NOMINATION BALLOTS AT THE ROAR OFFICES WILL BE SEPTEMBER 15, 2007.** POST MARK ON THE NOMINATION FORM WILL NOT APPLY. DEADLINE APPLIED BASED ON DATE OF RECEIPT. ISSUE FIVE OF THE REVUP ONLINE WILL HAVE THE ELECTION BALLOT WITH NAMES LISTED OF THOSE NOMINATED. Nomination process will be verified by the ROAR Administrator.

ROAR Membership will be verified by Administrator. Only current members may nominate. One nomination form per ROAR member requested.

ROAR Member: \_\_\_\_\_ ROAR #: \_\_\_\_\_ exp: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Daytime Contact Phone: ( \_\_\_\_\_ ) \_\_\_\_\_ Email: \_\_\_\_\_

I currently live in Region \_\_\_\_\_ and to my knowledge, my ROAR membership is current. I understand that if my membership is not current and/or the person I nominate has expired membership, my nomination ballot will not be valid. I also understand if this ballot arrives at the ROAR offices after the date of September 15, 2007, my ballot will not be valid.

I would like to nominate (nominee's name) \_\_\_\_\_

For the position of: Vice President \_\_\_\_\_ Odd Numbered Region Director \_\_\_\_\_  
Canada \_\_\_\_\_

ROAR Members Signature: \_\_\_\_\_

Mail Ballots to: Fred Hohwart, ROAR Administrator

30262 Crown Valley Pkwy #B454

Laguna Niguel, CA 92677

DEADLINE FOR RECEIPT OF NOMINATION BALLOT IS SEPTEMBER 15, 2007

The 2007 Off-Road Nationals were held June 15-17<sup>th</sup> at the ARCOR track in Albuquerque, New Mexico. This year the Stock and Modified Nationals were combined into a single event. The ROAR Race Management Team was brought in to this event. Jimmy Babcock was the announcer, Bob Ingersol was race director, Joe Wolf ran tech, and Doug Hay was the scorekeeper.

The track was truly demanding, and extremely hard on tires. The surface was very abrasive, and one run tires were the norm. Glue them up, run them once, throw them away! Many drivers used over \$1000 worth of tires/rims/inserts. The stock classes had hand out tires and motors. The track surface was very hard, so if you under jumped a jump you paid the price, and if you over jumped a jump you would land hard. The pipes were PVC, and you didn't want to hit them. Many ran with 5 cell batteries, traction was so high that with 6 cells you spent too much time with your front wheels in the air. I could see on day 1 that whoever won really deserved it.

The weather was great, between 80 and 90 most days with a breeze. The racing started Friday morning and the top qualifiers after the first day were Michigan's Dakotah Phend in Stock Buggy, Stock Truck and 19t 4WD. John-Paul Richards was the leader of Junior Stock Buggy, Gary O'Brien was tops in Masters Stock

and Jared Tebo was TQ of Modified 4WD. Ryan Cavalieri also was the day 1 TQ of the provisional new Lipo/

Brushless class with his Orion

on Sunday. Amezcua dropped to the three spot. Tebo won the third round of qualifying in Modified 4WD and had two solid runs in the virtually assuring top spot. Jared wanted

3<sup>rd</sup>. So the third main would decide it. The tie-breaker is total laps/time of the best two runs that count (dropped round cannot be used in a tie-breaker). So the top three knew they not only needed to win, but they had to win by as much as possible! Dakotah took the early lead and won by 10.7 seconds over Dustin with Scott

equipment.

Saturday started with Stock Truck, and the youngster from Michigan, Dakotah Phend took both

back to back National Championships. Jared would have plenty to worry about on Sunday with the Ryan and Ryan show behind

Cramer 3<sup>rd</sup>. Dakotah's fast time in A3 would give the TEN YEAR OLD his 3<sup>rd</sup> ROAR National Championship. Dustin would get 2<sup>nd</sup> overall with Scott 3<sup>rd</sup> and Todd 4<sup>th</sup>. Next up was 4WD Modified. The Modified and 19t/Stock classes were mixed to give racers running more than one class time to get ready for their next race. 2006

## Cavalieri and Phend DOMINATE!

rounds to wrap up the fastest time in three of the four rounds of qualifying, with Todd Sieler winning the other round. In Stock Buggy, Dustin Richards won round three, with Dakotah winning round four and taking TQ honors. John-Paul Richards and Cody Hollis swapped wins in Junior Stock Buggy, with John-Paul taking the TQ plaque. The Masters Stock Truck class was all Gary O'Brien, with four zero's in four rounds. Ryan Lutz won both 19t rounds, and he would be gridding the Kyosho on the pole Sunday. In 19t Truck, Kyle Boice won the 3<sup>rd</sup> round and locked up the top spot on the grid for Sunday. Jake Thayer would win round four and be the 2<sup>nd</sup> qualifier. Dakotah took both 19t 4WD rounds making him the top qualifier in all three classes that he entered. Ryan Maifield took both rounds of Modified Buggy, so he and Cavalieri both had two wins.



Modified Truck TQ.

On Saturday night at the hotel, I walked around and saw tires being trimmed, foams being trimmed, and tires being glued. And more tires being glued, and more tires being glued. If you weren't gluing tires, then you were not in the 'A' main.

Sunday morning the weather was hot, and somebody with a temp gun checked the track temperature – 137 degrees. Triple 'A' mains were used for all classes except the Lipo/Brushless, which ran a single 20 minute race.

The first race was Stock Truck, and what a way to start the day! Dakotah Phend and Dustin Richards battled for 5 minutes. Dustin had a pretty good lead with a few laps to go and was on Cruise Control, but Dakotah had other ideas. He was bringing it, but his last minute rally fell a little short, with Dustin winning by 3 tenths of a second! In the 2<sup>nd</sup> 'A' Main, Todd Sieler took a convincing four second win, with Dakotah 2<sup>nd</sup> and Dustin

4WD National Champion Jared Tebo put his JConcepts BJ4 out front early. Late in the race Ryan Maifield took the lead, but a bobble let Tebo take the win with Cavalieri coming from 5<sup>th</sup> to second by the end. Mike Truhe came from 7<sup>th</sup> to 3<sup>rd</sup> at the finish. In A2, Cavalieri had the lead by lap five and led until the end. Truhe and Tebo battled for the 2 spot, with Truhe's Losi coming in second. So the A3 main would decide who would be champion, with Tebo and Cavalieri having the best chance with a win each. A3 did not disappoint! Jared would get out in the lead early and hold the lead for the first 8 laps. Exiting a corner, Tebo went a little wide and Cavalieri put his BJ4 inside of Tebo's BJ4, their wheels touched, and Ryan got away while Jared got a little sideways. Cavalieri went on to win by 3.4 seconds to take the National Championship. Tebo, Truhe, Maifield and Billy Easton crossed the finish line 3.4 seconds apart total!

Junior Stock Buggy was all John-Paul Richards. In the first main, he lead all



Winner of the Lipo/BL Class!

Ryan Maifield

Cavalieri won the tie

Truck, Ryan Lutz lead 19t Buggy, Kyle Boice lead 19t Truck, Ryan Cavalieri lead Modified Buggy, Travis Amezcua was the leader of Modified Truck,

breaker (total laps/time) 28 laps to 27 laps. Mike Truhe won the third round of Modified Truck, and he also won Round two, giving him the top spot going into Sunday's mains. Cavalieri won the final round, and would be the second qualifier

# Off Road Electric Nats

but one lap and won by almost 13 seconds. In the second main, he lead every lap, securing the title. Zach Gastelum kept John-Paul honest by finishing 2<sup>nd</sup> in each race. Second qualifier Cody Hollis finally got some luck going and took the win in A3 while John-Paul watched.

Kyosho brought every team driver they had to run 19t Buggy. Rumor has it they also tried to get the kitchen sink to run the class, but the sink refused to glue tires and was left at home. Team manager Ryan Lutz lined up first on the grid, but Joe Pillars had a great view from the 2<sup>nd</sup> spot on the grid. Joe took a relatively easy win by over 10 seconds over Lutz, with Kyle Boice 3<sup>rd</sup>.

In A2, Lutz lead for 3 laps until a crash dropped him to 2<sup>nd</sup>, with Pillars taking the lead. Pillars lead the remaining laps to take the National Championship. Lutz finished 3.3 seconds back. Boice was 3<sup>rd</sup> again. Pillars got to watch A3, and Kyle Boice put his B4 into the winners circle, so he and Lutz tied for 2<sup>nd</sup> place, with Lutz winning the tie-breaker.

Bill Koch and Gary O'Brien battled to the wire in Masters Truck. You need to be 40 years old to race Masters Truck, and announcer Jimmy Babcock had no trouble poking fun at these drivers every time they hit the track. 2<sup>nd</sup> qualifier Bill Koch won the first main by a few seconds, while Gary won A2 by 6 seconds. In A3, it was a battle to see who could make the least mistakes on the difficult track, and Gary lead the first seven laps, but Bill lead the rest taking the title!

The A1 Main of Modified Truck was wild! TQ Mike Truhe lead the first 4 laps, but Cavalieri took the top spot after a crash and looked to be in control until the finish. On the final lap, Cavalieri got his T4 on 2 wheels around a corner and Truhe went underneath him to take the lead. With about 1/5<sup>th</sup> of a lap to go and the finish line almost in sight, Truhe hit a pipe that I don't think he had hit all week, giving Cavalieri the lead and the win. The crowd went crazy each time the lead changed – nobody expected two lead changes on the last lap. In the A2 Main, Truhe again lead at the beginning, but the machine like Cavalieri eventually took the lead a little before the half-way

point and lead to the finish. Truhe and

Tebo swapped positions a few times with Truhe taking the 2 spot. Maifield ran in 4<sup>th</sup> place almost the entire race. In A3, Tebo finally got the better of Truhe, with Maifield 3<sup>rd</sup>. Truhe won the tie-breaker for 2<sup>nd</sup> overall, with Tebo 3<sup>rd</sup>. There were five Losi's and five Associated trucks in the 'A' main. Cavalieri seems unstoppable!

Dakotah Phend was on a mission in New Mexico. At races near his home in the Midwest, he often schools much older and more experienced racers in the 4WD



class. It was no different at ARCOR. He was the TQ, and won A1 and A2, but he had plenty of company from Dustin Richards who was about 3 seconds back in both A1 and A2. But Dakotah was able to settle his nerves and sweep this class. Marcus Nuespeed won A3 and finished 3<sup>rd</sup> overall.

TQ Kyle Boice won the first main of 19t Truck, with Jake Thayer leading briefly near the beginning of the race. Boice didn't give Thayer the opening he was looking for in A2, with Boice leading every lap and taking the win by almost 11 seconds. Thayer won A3 by 4.5 seconds over James Gallatin, who finished 3<sup>rd</sup> overall.

Stock Buggy was Dakotah Phend's final hurrah. He had already won two National Titles today, adding to the two he won last year. In the A1 main, Dakotah won by over 11 seconds, with Dustin Richards 2<sup>nd</sup> and Marcus Nuespeed 3<sup>rd</sup>. In the A2 main, Dakotah had a case of crashitis, and that is pretty common on this track since the concrete like jumps have no give to them. Marcus wins A2 with Dustin Richards 2<sup>nd</sup> and Todd Sieler 3<sup>rd</sup>. Dakotah was 5<sup>th</sup>. So going into A3, Dakotah and Marcus were the drivers to beat. If Dustin could win, then it would go to a tie-breaker. The A3 Main started and Dakotah had his eye on the 3 class

sweep. Dakotah won the race by over 18 seconds! Does this kid have ice in his veins? Or was he promised a McFlurry if he won? Whatever his parents Doug and Nancy told him certainly worked. Dustin won the tie-breaker for 2<sup>nd</sup> overall, with Marcus 3<sup>rd</sup> overall.

Ryan Cavalieri owned Day 1 of qualifying, while the other Ryan, Ryan Maifield owned Day 2. So this class was wide open. Mike Truhe was also blistering fast, and so was Jared Tebo. One of these for racers would probably be crowned champion. In A1, both Maifield and Truhe had problems, giving Cavalieri a relatively easy win. Billy Fischer took advantage of the others problems and finished 2<sup>nd</sup>. Another Losi driver by Ronnie Gardner was 3<sup>rd</sup>, with Truhe 4<sup>th</sup>. Maifield dropped out at the 3 minute mark and was 10<sup>th</sup>. In the 2<sup>nd</sup> main, Cavalieri put a whopping on the field and beat Truhe by 6.7 seconds. Are you kidding me... Cavalieri lead every lap of both races, and he won all three modified classes! This guy is a machine. Whatever he is getting paid by Associ-



ated, it isn't enough. Truhe finished 2<sup>nd</sup>, with Ryan Lutz finishing a surprising 3<sup>rd</sup>. Ryan is a Nitro guy from the Midwest. Maifield finished a disappointing 4<sup>th</sup> with Fischer 5<sup>th</sup>, and Tebo 10<sup>th</sup> (I told you the track was brutal). So at least 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> were still wide open. In the final main, Cavalieri was seen sipping Champagne at the back of the drivers stand (OK, I made that up). Truhe was on a mission and put his XXX-CR up front early and stayed there. Tebo finally put in a good run and finished only 1.6 seconds back. First time 'A' main finalist Matt Chambers finished 3<sup>rd</sup>. Garner was 4<sup>th</sup> and Fischer was 5<sup>th</sup>. Four Losi's in the top five,

Associated on top. Truhe placed 2<sup>nd</sup> overall, while Fischer won the tie-breaker over Garner for 3<sup>rd</sup> place, followed by Tebo, Lutz, Chambers, Maifield, Amezcua and Jesse Robbers.

The Provisional Lipo / Brushless class was a big hit. Some racers didn't try very hard in qualifying because they knew the main was 20 minutes long and starting up front wasn't a priority. Some racers had to run two batteries to make the full 20 minutes. Some motors shut down from the extreme temperatures. Maifield dumped during one of his qualifying runs and he was laughing on the drivers stand, he didn't charge the battery! Mike Truhe was the TQ, and Ryan Cavalieri was the 2<sup>nd</sup> qualifier. Maifield started back on the 7<sup>th</sup> spot on the grid. All 13 racers were run in the 'A' main. The main started out with TQ Mike Truhe and his custom XXX-CR Truck in the lead for the first 3 laps. Mike crashed and that gave Ryan Cavalieri the lead for 4 laps. But Maifield was on the move, coming back from a lousy starting position. Maifield took the lead on lap 8 and led all the way to the finish, which was 51 laps. Maifield and Truhe even had pit stops for tires at the 10 minute mark. Maifield just changed his right rear tire

(needed for the sweeper), while Truhe changed both rear tires. Cavalieri and Truhe battled for the 2<sup>nd</sup> spot with Ryan eventually pulling away by a comfortable margin. Rick Hohwart was holding down the 4<sup>th</sup> position before he retired, giving Charlie Perez the 4<sup>th</sup> spot. Dan Griffin finished 5<sup>th</sup>.

Wrap up!

What a week! Thanks to the entire ARCOR team that did an incredible job.

The track held up very well. The competition was great. Ryan Cavalieri was the Top Qualifier of Modified Buggy, and won Modified Buggy, Modified Truck and Modified 4WD. Dakotah Phend was the Top Qualifier of Stock Buggy, Stock Truck and 19t 4WD and won all three classes as well. **So these two won six of the ten classes! That's domination!** For those of you who haven't met Dakotah yet – watch out!

Please see the ROAR Website ([National Races Link](#)) for complete results of all 44 Mains!

# The 2007 ROAR Carpet Oval Nationals

held at Greenville RC Speedway on April 14-16. There was a total of 88 entries. Classes run were Open Mod, Stock, 1/10 scale 19turn, 1/12 scale 19 turn, 4300 & 13.5 Brushless and Spec Truck. This race would not have been possible without a great group of sponsors. Hyperdrive was the race title sponsor. Novak sponsored both brushless classes. Other class sponsors include KSG Motorsports, BSR racing tires, PRS gears, Windtunnel RC and Lefthander RC. I appreciate your help and support. I would like to also thank Rick White of Finish Line and Trinity for door prizes.

The race promoter was track owner Allan Arrington. Mike Myers was race director and head tech official. Mike was assisted in tech by Jess Turner and Tommy Peters. Tim Jeffers assisted with on track tech. Scoring and announcing duties were handled by Ross Tester. Ross kept the race on time and running smooth. David Lee was the ROAR official for this race and did an outstanding job. Mr.

Lee was knowledgeable and able to answer questions racers or staff had. Early in the planning of this race I found that Mr. Lee and Ms Dawn Sanchez were quick to answer my questions. I would be glad to have David back any time to help with a race. First round of qualifying was run Friday the 14<sup>th</sup> at 6 pm. Saturday race day started with controlled practice at 8 am until 10 am. Second round of qualifying was next with a resort and break to follow. The last two rounds were run back to back. All qualifying went smooth on the track and in tech. Each car went thru tech before the race and was weighed leaving the track. All winners and T Q's were subject to post race tech and tear down. Sunday morning racing began at 8 am with controlled practice until 9:30 am. Ross Tester held a short driver's meeting and gave the invocation before the mains began a 10 am. Stock B main was the first race and a very good one. With the top six cars on the same lap right down to the end. Scott Davis from Crossville TN with a 54/4:01.77. He was followed

by Corey Nelson from Columbus NC with a 54/4:02.38. Scott Rosheckish finished third with a 54/4:02.67. The stock C main drivers did not start. Brushless 4300 B main was next with another good race with John Zuback from Redford MI taking the win. He had led most of the race but Richmond VA's Joel White passed him with a minute and a half to go in the race. Big John chased Joel the rest of the race and passed him in turn four just a few feet from the finish line. What a finish to a great race! Mike Bush of Greenville SC rounded out the top three. Brushless 13.5 B main was next. It was won by Larry Boyd of Roanoke VA. He was followed by Freeport IL's Roy Dyson. Roy and his son drove in late Friday night and did a great job on a track they had never been on before. Sean Lyons who is a local driver but is working in Houston TX rounded out the top three. He came in for the race and did well for his first 13.5 race. We had another 13.5 racer who I have to mention. Ralph Heine had been out of racing for a few years and

had started back earlier in the season. He had traveled to Greenville and ran the first qualifier, but withdrew because he felt he was far enough off the pace to hamper other drivers. This display of care for fellow drivers is a example for all of us. My hat is off to you Ralph. Pro Mod B main was won by Roman Pemperton from Supply NC. Roman was just a fraction off making the A main all week. Gary Warren came down from VA and was second. Steve "rocket" Miller of Ithaca NY was third. Then came the A mains. Spec Truck was first and even though there was a light turn-out, we continue to carry the class. I feel it is a good starting point for new racers. This class was won by Phil Harwood from Albermarle NC. Phil TQed and was the faster truck all week. But his win was not without a challenge from Richmond VA Steve "Kritter" Kritikakos. Phil got tangled up with Dusty Milan with Kritter right on his bumper. It took Phil the entire race to make up the lap he had lost

and passed Kritter in the back straightway before the checker flag for the win. Bill Henniforth another NC native finished third.

Stock A main followed and was won by NC's Jody Miller aka Killer Concepts.

Jody had the car to catch all week. His car spent almost as much time in tech as it did in his pit. He had T Qed three times, along with winning. Jody was a most gracious competitor. Congratulations Jody. Brooks Derting of Statesville NC led part of the race and was a close second. Just one slip from Jody would have put Brooks in the winners circle. Indiana's Brian Deel was third only 11/100's behind Brooks. Jesse Bean and Charlie Flanagan rounded out the top five.

Then came the 1/12 scale cars, Steve Miller TQed and Tom Postalwait was the winner. These two NY boys battled all day long. When the race was over these two were the only ones on the lead lap. West Virginia's Chris Rafferty was third, The rest of the field was rounded out by Rick Monahan, Rick White and Greg Finan. These 1/12 scale cars are rocket ships and a blast to watch.

Brushless 13.5 brought Jody Miller back to the winners circle. Not only did he win but T Qed

with a

59/4:01.96. He ran a 59/4:00.89 to win the race. Track record holder Brian Rippons who led over half the race was second. He was followed by Jose Nichols and Brandon Rippons who was fourth. Jimmy

Flack made the trip up from LA and finished fifth. He was a contender all day. There was a total of 32 entries in the two brushless classes. I think we can look for these numbers to continue to grow in coming years.

The 19-Turn was TQed by Raymond Darroch from Monanca PA. Johnny Broyles won the race after a tough weekend. Johnny had told me at one time he was not sure why he was even trying to run this race. Nothing was working for him. Well hard work and persistence paid off. Blaire VA's Gary Warren finished second only 47/100's behind Johnny. This was a nip and tuck but very clean race the entire four minutes. Caleb Mullins was third. If you haven't heard this name before pay attention. You will be seeing it often in the future in Oval. Jonathan Medlin was fourth and NY's Derreck Carapellatti was fifth. A couple of top contenders Mike Bush and Stan Brackett were involved in a wreck on lap two and taken out of the race.

The 4300 Brushless race was

next and was won and T Qed by Rochester NY's Peter D'Agnolo. He and Andy "Mr KSG" McClellan were nose to tail the entire race with Pete coming out on top. These two had to watch their step because right behind them, in order of finish was Frank Ulbrik, Kevin Koback, Caleb Mullins and Dusty Kemp. These guys were in hot pursuit and just waiting for a chance to slide in front of the leaders. This race was a

good warm up for the next race to come, Open Mod was the final race of the day. If you weren't racing you were in the bleachers, standing on the rail, standing on a table, or someplace where you could see. Everyone knew this was going to be one heck of a race. Some of the best Mod Racers in the country were here this weekend. Andy McClellan and Pete D'Agnolo jumped out to an early lead. But Josh Cyrul was following in a close third. Gregg Honeycutt and Frank Ulbrik were chasing Josh down. As Andy and Pete battled for the lead, Josh kept getting closer and closer. Two minutes into the race Josh caught the leaders and for the first time at the Greeneville track, we had three mod cars running side by side thru turns three and four. Josh came out the leader followed by

Pete and then Andy. With less than thirty seconds left in the race, a lap car trying to get out of the way of the leaders and (as they say at Daytona) the big wreck happened. Cars went flying everywhere on and off the track. What a mess! The three leaders got their cars back straight and crossed the finish line just as the buzzer sounded. You could have heard a pin drop as everyone was waiting to hear the announcer tell who had won. Andy McClellan had survived the crash to win, followed by Josh Cyrul, Pete D'Agnolo, Raymond Darroch and Frank Ulbrick rounding out the top five. I must say we have had some great Mod races at our track but this one had to be the best. Even though there was a crash at the end, great sportsmanship was shown by everyone involved.

This was our first ROAR major event and I am sure we will be bidding to have another one in the future. Thanks to everyone who came and raced or came to watch the action! It was a blast. I appreciate ROAR for allowing Greeneville RC to host this race.

The 2007 ROAR 1:8th Gas Nationals were held in St. Louis, MO at the Dirt Burners facility over the 4th of July weekend. The event was a sellout, with all 270 entries filled. This event is a qualifier for the 2008 World Championships, which will be held in North Carolina next year. The Race Management Team was in attendance and consisted of Barry Baker, Bryan Young, Greg Nelson, and Jim Rice. ROAR President Mike Queller was on hand as an official.

The Tuesday night club race was just a precursor of things to come - RAIN. It rained Tuesday, Wednesday, Thursday and Friday. I arrived at the track Friday at 1:00pm, I had to drive from Milwaukee because my flight the day before

was cancelled. The track was covered with tarps, and the water was pumped off of the tarps, and then the tireless work crew took over working on the track (with a foot of water/sludge still to be removed). Many racers helped the crew when they needed extra hands or needed a breather. I saw OCM's Billy Easton helping the DB crew on

Friday afternoon, as all racers were anxious to hit the track. The track crew started working on the track at 4am each day, and this event would never have been possible without them.

With the track finally in shape, a 30 minute 'track break in' period was run at 3:30 Friday afternoon. None of the racers were allowed to run yet, so Team Managers and mechanics got to check out the track. When 4:00

from last years Nationals holding the top 3 spots: Ryan Maifield with the prototype Associated RC8 was 1st, with Taylor James 2nd and current World Champion Mark Pavidis 3rd.

Adam Drake was 9th and last years TQ Travis Amezcua (now driving for Hot Bodies) was 12th. A re-sort was performed

was 4th in the 2nd round. Maifield had 10 laps in both round 1 and round 2, his times were 5:01.737 and 5:01.987, a difference of 0.25. Ryan needs to work on his consistency! :)

Round #3 saw the top qualifiers again do well, with Maifield getting the first and only 11 lap run of the round. Tebo was 2nd, and Taylor James 3rd. Ryan Lutz came out of nowhere to finish 4th in the

# Off Road Fuel Buggy

## Congrats Adam Drake!



Photo Doug Hay



Photo Jason Yu, RC Car

rolled around, it was finally time to run a practice qualifier! After the practice qualifier, round #1 of qualifying was run. Each round consisted of 19 races with 12 racers per race. Rolling starts were used, when the track was hot you could cross the line at any time to start your IFMAR qualifying.

Round #1 had the top 3 drivers

after round #1, and rounds #2-4 would be run on Saturday.

Saturday morning the weather was great and all three rounds of qualifying were completed. In Round #2, Maifield again won his race, and appeared to be on his way to being the top qualifier until Jeremy Kortz hit the track. Kortz won race #2 (which was for qualifiers #13-24) with Jared Tebo 2nd. Kortz, Tebo and Maifield all had 10 laps in 5:01, with just 0.982 separation. Only two drivers cracked the top 15 who were not in either race 1 or race 2 - Matt Gosch at #8 and Michael Paige at #14. Adam Drake

round, and Billy Easton took 5th.

Round 4 was crunch time. The final chance to try to get directly into the 'A' main. The odd man out at this point was Ryan Cavalieri. The two time Electric World Champion and 5 time ROAR National Champion was looking at being in one of Sunday's Semi-Finals, with a 10th place being his best finish so far. He had to win round #4 to make the top 10 and a direct trip to the 'A' main. Impossible! Cavalieri knows how to get the job done - he wins the race after being as low as 8th place early in the race. His fast lap of the race

# Off Road Fuel Buggy

was 29.42, and his average lap was 29.87, and he ran 11 laps too! His last two laps were both 29.5's.

Taylor James also ran 11 laps and led all but the last two laps. The Losi's of Mike Truhe, Jesse Robbers and Adam Drake were 3rd-5th.

So the stage was set for Sunday! Ryan Maifield was the TQ with a perfect 0 points (using the best 2 of 4 runs). Taylor James was 2nd, Jared Tebo 3rd, Jeremy Kortz 4th, Jesse Robbers 5th, Ryan

into the race 2 races after your race, so this gives you time to work on your car. Every racer the entire day that finished in the top 2 decided to bump up, nobody took the award for winning their race instead of bumping up. Can't win if you don't bump up, right? In one of the 1/4 finals, 13 year old Derek Wetherholt (Indiana) won and bumped into one of the Semi Finals. Derek

In the first Semi-Final, Josh Wheeler took off from the pole and dominated the race. The best battle was for 2<sup>nd</sup> place between Cody King and Richard Saxton. They swapped positions seven times before Cody pulled away and took the final bump up spot by about 10 seconds. Richard Saxton took 3<sup>rd</sup>, Marty Korn 4<sup>th</sup>, J Concepts Jason Ruona 5<sup>th</sup>, and Aaron Waldron had a good race going from 11<sup>th</sup> on the grid to 6<sup>th</sup>.

The other Semi Final had three

three great laps and got by both Lutz and Pavidis. Easton would lead seven laps, then Pavidis lead four laps, then Easton finally took control and led the final 26 laps. Pavidis would get the other bump up position, with Lutz taking 3<sup>rd</sup>, Degani 4<sup>th</sup>, Allen Horne 5<sup>th</sup> and Bobby Tillman 6<sup>th</sup>.

FINAL (60 Minutes)

Barry Baker did the driver introductions, and there was a photograph session for the press, then it was show time!



Photo Jason Yu, RC Car

would break a shock shaft during his warm up in the Semi Final and never got back in the groove. Derek is not only a great racer, but is a super nice kid as well.

Cavalieri 6th, Adam Drake 7th, Mike Truhe 8th, Chad Bradley 9th and Scott Hughes 10th. Billy Easton would be the odd man out. Billy needed to run 0.24 seconds faster in round 1 to make it directly into the 'A' main.

Between Derek and Michigan's 10 year old Dakotah Phend (Five time ROAR National Champion) these kids should have all of us covered in a few years. Derek wins race #16 (of 20 total), with Jeff Guest getting the other bump into the Semi Final. In the other 1/4 final, Bobby Tillman beat Greg Degani by 1 second,



Photo Doug Hay

Ryan Maifield won this race last year, and he was the top qualifier this year. Could he keep it together for 60 minutes? The race started and Maifield got a clean start

Two lower mains were run Saturday night, it drizzled slightly during the 2nd race.

This was the first rain I had seen since I arrived - what was all the fuss about? Just kidding!

The European ladder mains were used at this race. This format puts even numbered qualifiers in one race, and odd



Photo Jason Yu, RC Car

qualifiers in another, so there are kind of 2 'B' mains, 2 'C' mains, etc. If you bump up, you bump

with each driver advancing to their Semi Final. SEMI FINALS (30 Minutes Each)

IFMAR World Champions ready to do battle. Current 1:8<sup>th</sup> World Champion Mark Pavidis, former 1:8<sup>th</sup> World Champion Greg Degani, and former 1:10<sup>th</sup> Electric World Champion Billy Easton would be key players in this race. Easton started from the pole, and lead one lap before Travis Amezcua got by. Amezcua led five laps before retiring with mechanical issues. Mark Pavidis then took the lead with a charging Ryan Lutz coming from 5<sup>th</sup> to 2<sup>nd</sup>. Easton and Lutz battled with several position changes taking place, then Easton strung together

and started pulling away. After 12 minutes, Ryan had led all 25 laps, with Losi's Jesse Robbers settling into the 2<sup>nd</sup> spot. The 3<sup>rd</sup> position was held by Tebo, then Truhe, then Drake, then Taylor James, then Josh Wheeler, then finally by Adam Drake again. Ryan had a 16 second lead, and Jesse had a slim two second lead over Adam, who had two seconds over Jared Tebo. Mike Truhe and Billy Easton were less than eight seconds behind the battle for 2<sup>nd</sup> place and were still on the lead lap. 20 minutes into the race Maifield had led every lap! Robbers was



# Off Road Fuel Buggy

would lose his steering servo with 20 laps remaining and would retire for good.

still 2<sup>nd</sup>, and he still had Adam Drake two seconds behind him. Truhe had moved up to 4<sup>th</sup>, and Tebo was 5<sup>th</sup>. 2<sup>nd</sup> thru 5<sup>th</sup> were separated by FIVE seconds. All others were a lap or more down, including Billy

Tebo. Ryan Cavalieri just put in the fastest lap of the race, a

field got back out on the track after a 115 second lap, in 9<sup>th</sup> position. The order was now Truhe, Drake, Tebo, Robbers, Pavidis, Cavalieri, Wheeler, Kortz, Maifield, King, Easton, James (out), Bradley (was out but now back in), and Hughes (out). With 20 minutes remaining, Truhe flamed out, handing Drake the lead, but he had a rear view mirror full of Jared Tebo, and Robbers

With only 5 minutes remaining, Tebo was 3.6 seconds behind Drake, with Cavalieri a lap down in 3<sup>rd</sup> place. It was a two way battle to the finish! Tebo had a few bobbles giving Drake a little breathing room, with a seven second lead with 4 minutes to go. With 2 minutes to go,

Easton who had to pit to fix a dangling A-Arm. At the 50 lap mark (26 minutes into the race), the battle for 2<sup>nd</sup> got interesting. Robbers dropped to 5<sup>th</sup>, and Truhe, Tebo and Drake all had spent time in 2<sup>nd</sup> place.



Photo Doug Hay

28.894, and was up to 7<sup>th</sup> place. After 62 laps, Maifield had

only seven seconds back! Truhe was still on the lead lap 23 seconds back. There are six cars on the lead lap! With 15 minutes to go Drake stretched out a 10 second lead on Tebo, and Truhe was 3<sup>rd</sup> 25 seconds back. Just 3 cars on the lead lap. With 10 minutes to go, Drake has six seconds on

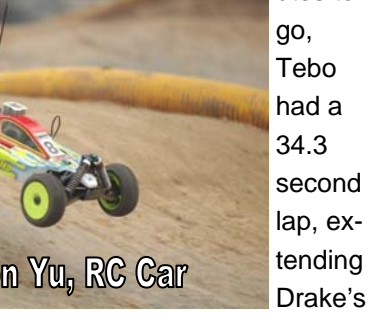


Photo Jason Yu, RC Car

lead to 10 seconds. Adam Drake crosses the finish line just before time expires (118 laps), assuring him of the victory! Tebo (117 laps) is 10 seconds back, with Ryan Cavalieri (117) 3<sup>rd</sup>. Truhe (116) is 4<sup>th</sup>, Robbers (116) 5<sup>th</sup>, then Wheeler (115), Kortz (114), King (113), Pavidis (105), Easton (102), Maifield (96), Bradley (90), James (77) and Hughes (33).



Photo Jason Yu, RC Car

lapped Adam Drake, who was in 4<sup>th</sup> place. Truhe was 2<sup>nd</sup> with Tebo four seconds back. With 64 laps in the books, Maifield

Meanwhile Maifield had a 27 second lead, so he was about to lap the battle that was going on for 2<sup>nd</sup> place. The top four were on the lead lap (Maifield, Truhe, Drake, Tebo), Robbers was 2 laps down in 5<sup>th</sup>, followed by Pavidis, Wheeler, Ryan Cavalieri, Kortz, King, James, Bradley, Easton and Hughes (who had dropped out). At the 30 minute mark, Maifield had backed it down a little, satisfied with watching the battle for 2<sup>nd</sup>. He had a 25 second lead on Mike Truhe, who had four seconds on Drake, and nine seconds on

had lapped the entire field. After 69 laps, Maifield was ripping down the front straight at the end of the straight, his car never slowed and never turned. He launched into the netting that prevented the cars from going into the crowd. The Team Associated pit crew worked frantically on the car as Mike Truhe drove by and took over the lead. Adam Drake was now in 2<sup>nd</sup> place, six seconds back, and Jared Tebo now in 3<sup>rd</sup>, 11 seconds out of the lead. Robbers and Pavidis were also back on the lead lap. Mai-



Photo Jason Yu, RC Car

Tebo and 20 on Truhe. Ryan Cavalieri is on the move taking over 4<sup>th</sup> place with Robbers 5<sup>th</sup>. Maifield is working his way up, now in 6<sup>th</sup>, but time is running out. He ran a 28.720 lap, the fastest of the race. Maifield

What a great race! Maifield completely dominated the first 30 minutes, but mechanical problems prevented him from repeating as National Champion. Adam Drake ran a smart race and took his first 1:8<sup>th</sup> National Championship. Congratulations to all of the drivers that made the 'A' Final, you deserved it!

# On Road Electric Nationals

This year's 2007 ROAR on-Road Electric Paved Nationals was held at Seattle Indoor Raceway in Kent, WA July 13<sup>th</sup>-15<sup>th</sup>. After a late



event location change Doug Papka and his crew of volunteers got the track ready for the event in just 6 weeks.

*Editors Note: Thank you Doug Papka and the Seattle Indoor Raceway Crew for busting it all out and getting the job done so quickly! ROAR owes you a huge debt of gratitude and so do the racers for stepping up and taking this event on without any notice or expectations!*

Despite the late event change many of the factories still arrived ready to fight for national titles up for grabs.



The Race management team was on hand with Doug Papka as announcer and scorekeeper, Race Director Ruben Benitez, Joe Murphy running tech and keeping an eye over the action ROAR President Mike Queller and ROAR Secretary/Treasurer Randy Holst as the Roar Official. The Qual Points system was used the best 2 out of

4 qualifiers from Friday and Saturday with the AAA Mains being run on Sunday.

Masters TC saw the presence of defending national champ Tom Esposito but with a few hot locals looking to end his streak of titles. Espo showed why he is considered the king of masters by taking the TQ. However, he had the quick local Jon Sterling hot on his tail and as well as Gary O'Brien. In the

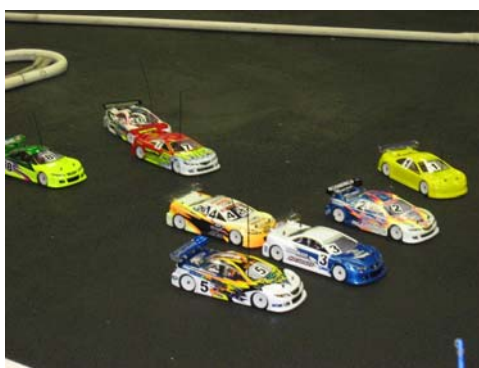
first main a first corner pile up gathered a few of the front runners but with Epso and another local Ritchie Reynolds running away from the pack. Ritchie snuck under the loose car of Espo to take the lead in the first minute and was able to hold off several charges from Espo to take the win in A1. The second main's first lap saw a pass from Gary that got him by both Espo and Sterling in the North

chicane to take the lead. Espo and Sterling were able to reel Gary in and a bump between Gary and Espo allowed Sterling to sneak past both cars

into the lead. Sterling held on to take the win by 3 seconds but a second 2<sup>nd</sup> place finish by Espo put him at the top of the points going into A3. For the 3<sup>rd</sup> Main after some bump and grinding between all the front runner Jon Sterling was left in the lead, but the hard charging #4 of Reynolds was able to close the gap in the last two laps. Sterling was

able to hold Ritchie off and take the win by 4 tenths of a second and the national masters title with his X-Ray FK05, followed by Reynolds, Esposito, O'Brien, Arroyo, Maurer, Perry, Elliott, Forg.

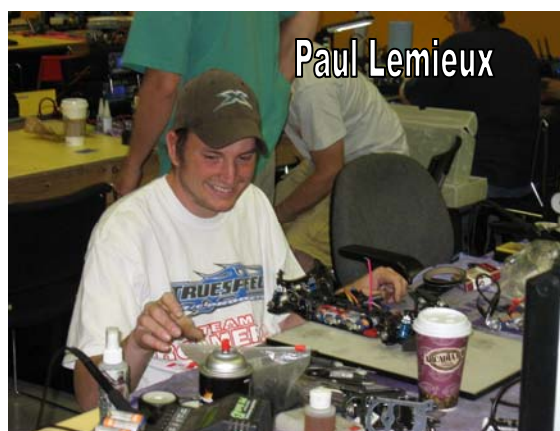
Stock TC saw the best racing of any class as well as having the most entries and leading them all to the TQ spot was Sean Cochran with the local CJ Redelfs taking the #2 spot and Jeff Brown starting 3<sup>rd</sup>. The First Main was all CJ and Cochran. Mid-



way through the race CJ was about a second down from Cochran but a mistake by Cochran in the sweeper allowed CJ to take the lead and open it up. However, Cochran was able to

way through the run Cochran got into CJ but stopped to wait for him allowing Jeff Brown to join the battle. It was a 3 car race with a minute and a half left. In the last lap Cochran had a 2 second lead but CJ was all over Brown looking for a way pass. Brown shorted the last corner breaking his left front and bouncing into CJ allowing for the straight shot to the finish line and beating CJ to the line by 0.126 seconds. For A3 Cochran and CJ broke away once again but the battling in the pack for all remaining spots was very close, freight training around for most of the run. Cochran was able to hold of CJ and take the A3 win and the national title with CJ in 2<sup>nd</sup>. But EJ Evans, Darren Shank, Korey Harbke and Jeff Brown supplied the excitement for most of A3 finishing in that order behind Cochran and CJ. Sean Cochran brought home for the AE team the TC5's First National title. They finished; Cochran, Redelfs, Shank, Brow, Canare, Michael, Evens, Fiallos, Harbke, Lewis.

12<sup>th</sup> Scale Stock saw great qualifying by EJ Evans to put him in the



top spot with James Arluck in the #2 spot followed by Jeff Brown. Travis Schreven's ruff qualifying weekend in TC continued putting him in

bring him in and with an extremely close battle in the last few laps but CJ took the win by 3 tenths with a yell and pump fist walking off the stand and Darren Shank coming in 3<sup>rd</sup>. In A2 Sean Cochran made a small mistake in the first corner to allow CJ to get through. Again CJ and Cochran opened up a gap on the field with some close battling. Half

the 4<sup>th</sup> spot although having the fastest car on track. In A1 Arluck was able to get by EJ on lap 4 to take the lead and after a ruff start Schreven worked his way up to 3<sup>rd</sup>. and reeling in the leaders. On lap 27 Schreven was able to make the pass on Arluck and bring home the win by almost a lap. With EJ finishing 3<sup>rd</sup> and Juan Aveytia taking 4<sup>th</sup>. IN the

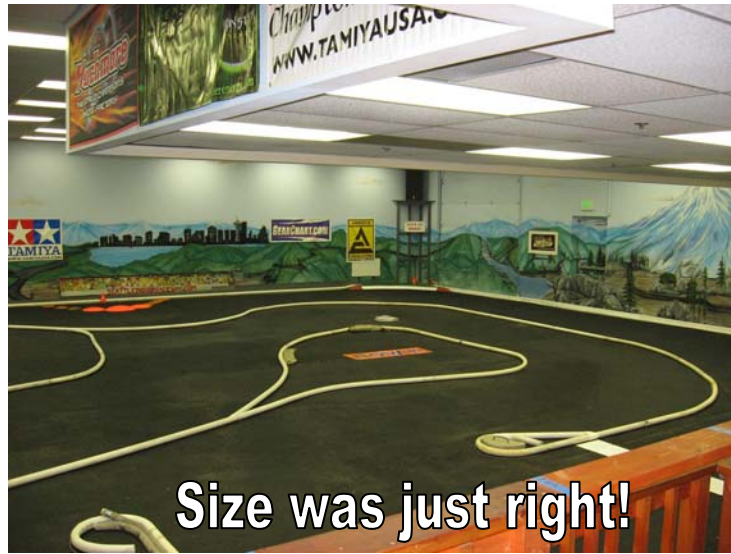
Second main Trav was able to work his way into 2<sup>nd</sup> at the end of the first lap, but the next lap he got together with EJ allowing Brown to take the lead followed by Arluck. Alruck was able to regain the lead after mistakes by Schreven and Brown and he would go on to take the win over Aveytia by 4 seconds, with Jeff Kuney finishing in 3<sup>rd</sup> and Brian Bodine in 4<sup>th</sup>. Going into A3 the title could only be taken from Arluck with a win by Schreven. On lap 17 in A3 Trav was able to take the lead from Arluck. However on lap 34 Schreven was collected by a lapper stuck on the back 180 allowing Arluck to regain the lead and hold on for the win and the national title followed by Schreven, Kuney, Aveytia, Evans, Bodine, Brown, Ah Yat, Lin, McLean.

The very highly contested 19t TC was a hot class to watch. Josh Numan took the TQ followed by Jeff Dayger and Keven Hebert. The first main saw some amazing driving. Numan led the race from flag to flag but the real spectacle was the Dayger and Hebert battle that only finished a second behind Numan. Hebert was all over Dayger but

Battling all the way through once again. Dayger and Hebert traded spots several times but it was Dayger who held the 2<sup>nd</sup> spot for most of the race. On the last lap Hebert got inside of Dayger on the back

12<sup>th</sup> scale 19t suffered from poor turn out but not poor quality of driving. Mike Blackstock had Wrapped up TQ with two great runs and Arluck in the #2 spot and Brian Bodine 3<sup>rd</sup> on the grid. Blackstock

Modified TC did not disappoint. Barry Baker had plane trouble and missed open practice, but then ran the fastest laps by the mod guys the next day and well as some playful trash talking. Baker took TQ with Josh Numan in tow and then Paul LeMieux. Josh Cyrul was on the bubble in 11<sup>th</sup> but with a good last qualifier put himself 9<sup>th</sup> in the A. Baker Took the first main start to finish. Rick Hohwart took his 7<sup>th</sup> on the grid and turned it into a 3<sup>rd</sup> place. LeMieux took 2<sup>nd</sup> 3.3 seconds behind Baker as the only car Baker did not lap. The Grid started one car short for second main as Ralph Burch suffered electronics issues and was pulled smoking from the grid by Steve Weiss. After a false start and Baker giving LeMieux a hard time all the pre race commotion was over and A2 got underway. Baker caught the back festival and LeMieux ducked inside of Numan to take the lead after the first few corners. Numan caught a dot to give 2<sup>nd</sup> back to Baker and put him at the front of the 3<sup>rd</sup> on back freight train as Baker and LeMieux opened a gap, but Baker caught the back festival again giving LeMieux a huge lead. But Baker fought back hitting a 10.289 second lap with Numan in tow. Baker caught back up and put on the pressure. LeMieux caught the inside of the sweeper on lap 23 giving the lead back to Baker. Baker brought home the win cheering as he crossed the line and yelling and jumping on the driver stand in celebration of his new National Title. Baker won by half second over LeMieux and Numan A3 saw the return of the LeMieux Numan battle from the race before as well as Burch back on the grid. Lemieux lead it flag to flag but was never able to open a more then second and a half lead over Numan. A solid run by Cyrul had him battling with Chris Tosolini and Burch most of A3 and came from 9<sup>th</sup> to finish 4<sup>th</sup> behind Burch but was able to keep in front of Tosolini. The final Modified TC standing were Baker, LeMieux, Numan, Hohwart, Burch, Cyrul, Cavalieri, Toikka, Tosolini.



180 and made the clean pass and was able to hold Dayger off to the finish line, but Josh Numan had wrapped up the 19t TC title. For A3 Dayger led the first 18 laps but suffered from poor luck when a lapped car had jumped the pipe onto the front straight and Dayger hit him at full tilt breaking his car. This put Randy Caster who got by

Suffered from a rough start and Arluck was able to take the lead with Bodine right behind Blackstock. Blackstock was able to chase down Arluck and make the pass on a mistake by Arluck and they finished like they qualified, Blackstock, Arluck only 0.724 seconds behind, and Bodine. In A2 Blackstock led for the first 7 minute but Alruck remain close enough that when Blackstock made a mistake he was able to capitalize and take the lead and bring home the win with BlackStock and Bodine in tow. Fresh off his 12<sup>th</sup> Stock title James Alruck was looking for the 19 turn title as well going into A3. However, Blackstock led it from the horn and didn't look back finishing two laps ahead of the 2<sup>nd</sup> place Arluck and Bodine with his 3<sup>rd</sup> straight 3<sup>rd</sup> place finish. 12<sup>th</sup> scale 19 turn ended, Mike Blackstock with the title, then Arluck, Bodine, Paras, Curyllo, Ashby, Kuney, Bryson, Stiles.



couldn't find a way by until the last 45 seconds and taking 2<sup>nd</sup> with Dayger right behind in 3<sup>rd</sup>. Main 2 saw much of the same. Numan was able to hold the lead from start to finish with Dayger and Hebert

Hebert into the lead who brought home the win, Hebert in 2<sup>nd</sup> and Darren Shank in 3<sup>rd</sup>. 19 turn TC finished with Numan as champion followed by; Hebert, Caster, Dayger, Cochran, Shank, Evans, Harbke, Skidmore, Redelfs.

# 2007 ROAR National Events Schedule

Events yet to be held..... Entry flyers available on the ROAR Website and RC Car Magazine

[1:5 On Road Fuel—Entry Flyer Here](#)

Timezone Raceway Park  
Battle Ground, WA  
360-687-5100  
August 3-5, 2007

[Paved Oval—Entry Flyer Here](#)

Carolina RC Complex  
Easley, SC  
864-295-1209  
August 17-19, 2007

[Off Road Fuel Truck—Entry Flyer Here](#)

The Farm 2 Raceway  
Charlotte, NC  
704-373-9740  
August 17-19, 2007

[1:8 On Road Fuel—Entry Flyer Here](#)

4Aces Racing/Team Taylor Racing  
Las Vegas, NV  
702-374-0370  
September 7-9, 2007

[1:10 On Road Fuel—Entry Flyer to be available soon, email here](#)

Gulf Coast Raceway  
Porter, TX  
281-577-8250  
November 9-11, 2007

All races with the exception of the two oval and the fifth scale events will be run by the ROAR Race Management Team In 2007.

2008 plans are the RMT will manage all ROAR nationals.

For more information regarding the RMT, contracted payment amounts and joining the team, please contact Mike Queller at [MTQROAR@aol.com](mailto:MTQROAR@aol.com)

[ROAR Website Link](#)



Dear ROAR Members,

First of all, I want to let you know there was no issue 3 of the RevUP ONLINE released on June 1st. This issue is a combination of the issue 3 and 4. Region Directors were compensated for articles submitted for issue 3 as stated in the Region Director Manual. For issue 4, region directors will be compensated for articles received to the RevUP editor no later than July 29, 2007. *(Please remember, deadline for article and results submission for compensation is the 15<sup>th</sup> of every odd numbered month. This hasn't changed.)*

So much has happened the last few months. This issue of RevUP will be a large download due to the nomination ballot, nationals write ups and region director information that is very important to get out to our membership. DIAL UP BEWARE!

First and foremost, bidding for 2008 Nationals has begun. The Nationals Guidelines states the deadline for submission is July 31 of the year and several tracks met that deadline. All bids from last year will be considered for 2008 nationals and in first priority – as stated by the ROAR President last year. Each track who bid last year has been contacted either by phone or email and those responding are in consideration. We have received several bids for events already and we appreciate the timeliness of these many tracks.

Second, in this issue is the Nomination Ballot. Its time to nominate who you feel would best represent your region (if you

reside in an odd numbered region) and the office of Vice President. You may nominate any current ROAR member within your region for director and for VP, the candidate must have membership for a minimum of one year plus some type of experience either as region director, class committee member or Executive Committee member... within the 40 year history of ROAR. Your ballots must be mailed to the Administrator and cannot be received any later than 9/15. Post mark dates do not count. Please, if you are known to provide constructive criticism regarding ROAR, this is your opportunity to stand up and state what you feel is best by either nominating yourself or somebody you know would do a good job representing your ideas.

**Off Road Electric Nationals in Albuquerque, New Mexico:** I attended this event as the Nationals ROAR Official and worked with a completely new group of the Race Management Team and it was.... By far.... The most perfect event I have ever attended.

ARCOR, Albuquerque Radio Controlled Off Road Raceway, was the host of the event. You all might remember, they held the ROAR Modified Nationals in 2004 with great success as well. The last time they held a ROAR event, they had invested over \$40K in track improvements to the drivers stand, wheelchair access ramp, and pit areas. This time, not much was necessary but I do thank them for applying 'grip strips' to the stairs and so does my health insurance for preventing claims. Jason Romero, club president, organized a complete team to assist in the tech area, concession stand with HOME MADE items (thank you for the enchiladas and tamales.) and track maintenance crew.... hardest working group of people ever seen. Rain earlier in the week made us all wonder if a groove was going to show up... this crew patched, patched and patched until almost paved dirt appeared. This track is known for a high bite, high traction surface and it didn't let us down. The groove came in and never went away... giving us some awesome racing. (Congrats Ryan Cavalieri and Dakotah Phend!!!)

Bob Ingersoll was our Race Director and the years of experience definitely showed in his patience, fairness and ability to organize an entire weekend of racing. Joe Murphy was the Technical Director. You all might know him from Hot Rod Hobbies and all I can say is.. what a great guy who definitely knows his stuff. Doug Hay, creator of RC Scoring Pro software was the scorekeeper and thankfully we brought him on board. As you all know, computer glitches are the fear of any large event and with Doug on board.... Nobody ever knew of any problems we 'might' have encountered. A Mountain Dew and a decent chair and Doug is at work.

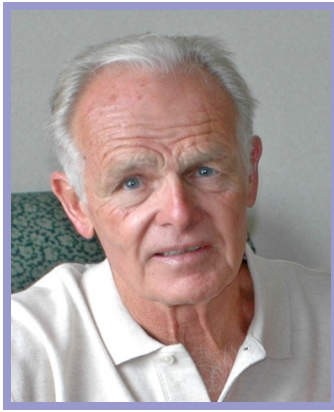
And, Jimmy Babcock – yes, that Jimmy... of Hot Rod Hobbies... was our announcer.

Jimmy is amazing and you all know that. We had LiveRC going the entire time of which ROAR paid for audio and we also footed the bill for video for those logging in. (yes, we sponsored our own event.) We saw over 900 people at one point watching the event and Jimmy interacted with not only the people at the event but with the Live RC listeners bringing the excitement to every single person. Thank you Brandon Rohde for the LiveRC concept.... And thank you for working with ROAR to bring races to the public.

Lastly, I am announcing that at the end of this year, I will not be seeking re election as your Vice President of ROAR nor will I accept an appointment to a current opening of the Executive Committee. My time with the ROAR Ex-com has been wonderful and I hope I have been able to provide some assistance in the management of ROAR although, my life is going in a different direction with owning two businesses and I fear my time will be split too much to give ROAR the attention it deserves.

This experience in ROAR has only enhanced my belief in our organization and what it can do for the sport of RC racing. I will always be a ROAR member and... I look forward to attending races as Sean's wife and an excited spectator.

Yours, faithfully in ROAR.....



## Fred Hohwart Administrator

Our ROAR membership statistics indicate that many members reading this issue are new this year and are reading the June issue of RevUp for the first time. I generally repeat some of the information annually, including a description of how the ROAR insurance program works and what a great benefit it is to ROAR members. In addition to the personal insurance benefit, many of our clubs are dependent on the member insurance for the club insurance coverage, including that necessary to race in a public park or shopping center.

Many Clubs/Tracks could not exist without the ROAR Insurance, so its importance extends beyond your personal interest in the insurance – in many cases your local RC racing program depends upon it.

### How ROAR Insurance Works

The ROAR insurance program is one of the most valuable aspects of ROAR membership. The insurance policies are complex but I would like to try to summarize the key parts of the insurance program in layman's terms, particularly for the new members, as part of my annual column on this subject. ROAR members are covered by two ROAR insurance policies, liability and bodily injury, while participating in a ROAR sanctioned race or a practice for such a race. The club/track is an additional insured on the member liability policy.

**Liability:** This policy protects members from claims resulting from damage caused by their R/C car to spectators and others. The insurance company has the right and duty to defend the insured (member) against any suit seeking damages because

of bodily injury or property damage, and pay those sums the insured becomes legally obligated to pay up to the \$ 1 Million policy limit. (less a \$1000 deductible). This applies to ROAR sanctioned races and practices and basically applies to accidents directly related to the operation of an RC car. Damage caused by a wind blown pit umbrella or shade tent isn't covered. Often that kind of coverage is provided by your homeowners policy. In my opinion, the greatest value here is the protection from lawyers and lawsuits. (Insurance company has the duty to defend...). You've got to have a real bumper of an accident to cause \$1 Million in damage. In terms of cost, this liability coverage currently represents about \$4.80 of your annual membership fee. The liability cost per member has stayed fairly stable the last few years because of the excellent safety record using the ROAR safety rules.

**Bodily Injury:** I like to think of this as a "no-fault" injury policy because it pays medical expenses if you hurt yourself in a ROAR sanctioned race (trip over your own feet turn-marshalling) up to \$10,000. Most member's accidents are minor and fall within the current \$200 deductible for each claim, however, a broken leg with resulting hospital and doctor bills adds up real fast with today's high medical costs. In terms of cost, the bodily injury coverage currently represents \$1.40 of your annual membership fee. During the last few years, the insurance company has paid claims including one for nearly \$6000 to cover medical costs for a member's broken arm. It also rejected one claim for nearly \$1000 identified by the Emergency Room physician as a skateboarding injury, which obviously was not RC related. One aspect of both policies of insurance is that they are secondary to

any coverage you may have that is already obligated to pay the covered expenses. In other words, you would not be able to receive payment twice for the same expense. **A ROAR sanctioned race** is one run by a ROAR Club or Track with an approved sanction from ROAR. Clubs are automatically issued a certificate of insurance naming them as an additional insured under the member policy. If they use someone else's property for a race, the insurance company will add that party, (landlord, city park, shopping center) as an additional insured for a nominal fee (currently \$67.11 including insurance tax). These additional insured parties have the same coverage as the member. Again, remember the main value here is the insurance company's "duty to defend" and the lawyers tendency to sue anyone even remotely connected with the event looking for deep pockets. The key element to all of this, particularly for the Clubs, is that the insurance coverage is related to the individual member insurance, and if the person having an accident is not a ROAR member the insurance company doesn't recognize him. The track's coverage depends upon having all racers be ROAR members. Remember to let the race director or track owner know of any accident, and write down his name and number, so the insurance company can verify the details of any claim submitted. The \$6.20 of your membership fee devoted to the insurance program is an excellent value particularly in this day and age when there are so many lawsuits. We want to make sure that all racers at our events are protected by the insurance coverage, so make sure that you are participating in a ROAR sanctioned race run by a ROAR Club (listed on our website under your Region.), and that everyone participating in your club events is a ROAR member.

It's cheap insurance.

[Click here to JOIN ROAR](#)



The following is an excerpt of an interview David recently gave to a fellow ROAR Member

There are several rules that cover the timing of fixed timing motors. These rules combine to establish the 24 degree timing limits of our stock 27 turn and super stock 19 turn motors. The first rule has overall coverage for the can, the magnets and the armature. Here is the exact wording from the rule-book.

*8.5.4.2 Timing advance must be fixed at a maximum of 24 degrees measured mechanically. The space between the magnets must be centered on one set of mounting holes, and marked on one side of the can to indicate zero degrees. The brush hoods will be aligned at 90 degrees from this mark, plus the allowed timing. The commutator slots must be aligned with the center of the armature pole faces. A tolerance of two degrees is allowed on the commutator positioning, but not on the overall timing.*

This rule establishes that the magnets shall be placed in the can such that they are centered on the zero timing mark related to the mounting holes on the end of the can. The brush hoods will then be mounted on the end bell 114 advanced from the zero timing mark on the end of the can. The 90 degrees relates to the fact that the brushes must be located near the center of the magnetic field. That field center is 90 degrees from the zero timing mark reference. ROAR has an inspection tool that can measure this center of magnetic field. We use it at the national championship events to determine if someone has altered that center, thus either advancing or retarding the timing of the motor.

The commutator must be aligned on the armature referencing the poles on the armature. There is a 2 degree tolerance, either + or -, for the slots of each commutator pole to the armature poles. This rule establishes that the commutator of the armature will be functioning at the 24 degree timing requirement of the motor when all parts are assembled.

The next rule establishes that the commutator must be attached on the armature such that it can not be rotated related to the armature poles. The current designs are pretty good at this. Someone can try to alter their commutator location, but ROAR uses a gauge that checks this feature of the armature, this maintaining the original timing rule at 24 degrees. Here is the wording of that rule.

*8.5.4.4 Stock motors must be machine wound using a "Mabuchi" cross wrap technique, and must incorporate a design that locks the commutator to the armature stack so that the timing cannot be changed without disassembling the motor.*

The next rule provides more detail to the mounting of the end bell to the can such that 24 degrees of timing is maintained. The reference to 36 degrees and 5 degrees relates to motors from the early 1990's that were of those timing configurations. This prevents someone from assembling their stock motor in the wrong timing locations, thus affecting performance.

Please also be aware that ROAR requires 3mm x 5mm brushes in the two motors mentioned above. The brush hoods of the motors are firmly located on the end bell and referenced to the zero timing mark on the can with the molded tab mentioned here. I acknowledge that the width of the brush also impacts timing of the motor by allowing an additional 1.5mm advance of the electrical activation of any one pole. This will account for a timing of approximately 25 to 26 degrees. The ROAR position is that this is consistent with all motor designs conforming to these rules, so we can just refer to it as a 24 degree advanced timing electric motor. It is a lot easier to work with the centers of the features involved in the design rather than knit-pick into the exact-

ness that would require all of our motors to be inspected in a laboratory after an event. Here is the rule covering the end bell locators of the motor.

*8.5.6.2 The end bell and can of a rebuildable stock motor must incorporate a molded tab that keys into a slot on the can, locking the timing at 24 degrees. This feature is in addition to any method that secures the end bell to the can (e.g., screws running through the side of the can). The end bell timing may only be set at 24 degrees. Extra locking devices (e.g., extra notches in the motor can that allow timing to be changed to 36 degrees or 5 degrees) are not allowed.*

The last rule covers allowed modifications to the motor. This includes the allowed timing of the motor. You cannot advance the commutator on the armature. You cannot advance the center of magnetism of the magnets in the can. You cannot run a brush that does not fit properly in the brush hood for the 3mm x 5mm brushes. The following is the wording of that rule.

*8.5.6.6.1 No modifications to the physical construction of the motor can, end bell, or armature will be permitted (e.g. adding or removing material from the armature stack, changing the brush hoods from stand up to lay-down and visa-versa, relocating spring posts.*

When was the last time the rules were revised?

I personally am not totally sure when these rules were last revised. I believe that the intent covered by these rules was established in the early 1990's when the 24 degree stock motor rules were originally written, and the current form of stock motors were put into production. Any changes to these rules after that were to establish clarification of that intent so that the motor manufacturers were working from as close to the same page as possible. There probably is conjecture on the success of that effort, and so be it. Stock racing in ROAR and the RC industry has survived very well since the inception of these and other rules covering stock 24 degree, 27 turn motors.

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](#)

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# Region 1

Hello again racers!

Things are quiet around here. Carpet season has come to an end for the most part, but the real die hard racers have already transitioned to outdoor racing. Some tricky weather has played havoc with the schedules of some of the nitro on road clubs. NERCAR cancelled their first planned race due to snow!

One club that has really struggled with the weather is the Fanatic Remote Racers of Brooklyn, New York. Rick Hill has been trying to get the new permanent track at Floyd Bennett Field in shape all winter. Seems like every time he plans for some work to get done the weather turns nasty. The last few weeks have been nice so the track should be ready by the time you read this.

It also looks like the Big Apple RC racers are back! Chavo has been able to secure permission to use the Bridgeport asphalt track for races this year, including a two day event. This is a great track and should hold some great races. So that's 3 operating nitro on road clubs for this year!

Speaking of carpet racing, I was talking to some of the racers that went to this year's carpet regional about the timing of the race. All the racers felt funny how the regional race was being held after the nationals. I've always thought that the regional should be toward the end of the season. This year it was a little too late, not only after the national but also at the same time many racers are getting ready for

nitro season. So after some consideration and floating it by the racers, the next carpet regional will be held in December. This will put it after Cleveland, and before all the big January races. I did notice that turnout last season dropped off after Christmas. So hopefully holding the race before Christmas will help with turnout.

I am considering an idea about running the regional. It's sort of a version of the Race Management Team we use for the Nationals. I have a lot of ideas about classes and race rules, and this is the perfect way to try them. Don't worry, it's nothing radical, and all ROAR rules will still apply. I just want to try some things to get more people out racing. I also have a track in mind for this race. However any track that wishes to bid on this race is welcome to do so. Nothing is set in stone just yet. I will post some of my ideas as I work them out.

One more interesting thing to report is the possible emergence of a new club here on Long Island. Eddie is this guy who loves running his nitro cars. Every Sunday he sets up a track in the Ronkonkoma train station parking lot and runs his cars. He invites anyone who wants to join him. It's not formal racing like most of us do. It's going out and having fun with your car and some like minded friends. Several of the racers from there have decided to get a little better organized, so they have started to form their own club. And they have chosen a name out of the past, the Long Island Model Racers Association,



### Region Director

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or LIMRA! They are in the very early stages of forming and I have been helping them out with some of the details. It would be great to see a club get started whose only purpose is to have fun.

At this point if you're an off road racer and you're reading this you're probably saying hey what about us? Well, I would write about the off road scene, if I knew what was happening. I freely admit I'm an on road racer and I have no contacts with anyone who races on dirt. There's one off road track near me and he has no intentions of joining ROAR. (Hitting my head on a brick wall is less painful than talking to him about ROAR) So if you would like to see more off road news, and you understand the concept of spell check, please be a contributor and let your fellow racers know about the off road scene. I'd like to know too!

Finally it's not too early to talk about elections. No not the 2008 Presidential Elections, the ROAR elections. The Region One Director position is up this year. The next Rev-Up will have the nominating form in it. I will be running for this position. If you or if you know of anyone who is interested in running now would be the time to start thinking about it.

Don't hesitate to ask me any ques-

tions about the position or how to run for it. I don't have such a big ego that I won't help someone that has the ambition to run. To me the success of the region is more important that who is Regional Director. RC racing is more important than I am.

Don't forget for up to date info on Region One go to [www.LIHobbyInfo.com](http://www.LIHobbyInfo.com) and look for the ROAR Region 1 thread. And my e-mail is [ROARR1D@aol.com](mailto:ROARR1D@aol.com)

### Remember:

**ROAR Region 1 Nitro  
Off Road Championships**

**August 25 and 26 also  
at**

**RC Excitement**

[www.rcexcitement.com](http://www.rcexcitement.com)

Happy racing!

# Region 1

First off I'd like to give a shout out to Scott Emerson, a local 1/5 scale racer who is making the cross country trip to Timezone Raceway Park in Battle Ground, Washington for the ROAR 1/5 scale Nationals. Good luck Scott!

Hopefully if you're reading this you found out that the electric off road regional scheduled for July 21 and 22 was rescheduled to October 5<sup>th</sup> through 7<sup>th</sup>. It will still be at RC Excitement, but now it's an indoor race.

Some dark storm clouds have made their way over Region 1. First was the closing of one of the biggest indoor carpet tracks in the east, South Shore Hobby. Although it was not a ROAR track, I was warming Benny up to the idea of joining ROAR and having this year's carpet regional at his track. Turnout last year was way up, but it wasn't enough to keep the track open. New York electric on road racing took an additional blow when it was announced that Horsham RC had also closed its doors. Many New York racers made the trip to Pennsylvania when they had a big race. Internet rumors are flying about Horsham so I won't speculate about anything else concerning that track.

More bad news came from BARCAR. Chavo recently said to me he could not secure the rights to run races at the Bridgeport track. Things with the

town were not going well. Not only is that club out of business for this year, but that also means we don't have a location for the nitro on road regional! I am currently in contact with NER-CAR and the Fanatic Remote Racers to come up with a solution. Look for an announcement on [www.lihobbyinfo.com](http://www.lihobbyinfo.com) very soon about where and when.

And it looks like we will go another year without an electric on road regional. Right now the only ROAR track that runs electric outdoors is RC Madness. I had tried to contact Chris Marcy earlier in the year about hosting a regional, but things got lost in the shuffle, and I didn't follow up. I finally contacted Chris last week and after a rather long conversation about all things RC (Chris is such a nice guy!) I made the decision that it would be better if there were no regional. There simply isn't enough lead time, and a regional would do more harm than good to RC Madness. Chris has been way too good to the hobby, and I am not going to put him on the spot. I would like to thank Alex and Jaime for the work they did in trying to get this race going. All I can say is maybe next year.

I do have some good news. Speedzone RC in Rocky Hill, Connecticut has been selected to host the Carpet Regionals! After some discussion with some of the racers we decided to move the

carpet regional from March to December. This will put our race between Cleveland and the big January races. The Indoor Carpet On Road Regional Championship will be held on Sunday, December 9<sup>th</sup>. Speedzone will also be hosting the Connecticut State Championships on November 11<sup>th</sup>. A nice little warm up for the regional. For more info check out [www.speedzonerc.com](http://www.speedzonerc.com)

Also the Fanatic Remote Racers will be hosting the Nitro On Road New York State Championships on Sunday September 23<sup>rd</sup> at Floyd Bennett Field. Rick and company have been putting on some good races despite a few glitches. They don't have their own website but they do have a forum. The link is too long to post here. You can check my website for more info about this race, and the link to the FRR forum.

Please note in this issue of Rev-Up (I think it's this issue?) is the nomination form for anyone who wants to run for Region 1 Director. I was appointed to this position by the ExComm when Chris Raffaelli resigned in December. Right now I am running for re-election. There is a lot I have done for RC, but I could have done considerably more. If anyone else wants to run, please feel free to contact me about what is involved with this position and running for it. If someone else wants to take over I have no problem providing the

information you will need. ROAR and RC racing are more important than I am.

In the meantime don't forget:

ROAR Region 1 Nitro Off Road Championships

August 25 and 26 at RC Excitement  
[www.rcexcitement.com](http://www.rcexcitement.com)

Nitro On Road New York State Championships

September 23<sup>rd</sup> Fanatic Remote Racers, Floyd Bennett Field

ROAR Region 1 Electric Off Road Championships

October 5-7 at RC Excitement  
[www.rcexcitement.com](http://www.rcexcitement.com)

Indoor On Road Connecticut State Championships

November 11<sup>th</sup> at Speedzone RC.  
[www.speedzonerc.com](http://www.speedzonerc.com)

ROAR Region 1 Indoor On Road Championships

December 9<sup>th</sup> at Speedzone RC

...and whatever you do, have fun!!!

# Region 2

## Region Director

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Submitted by Kevin Boyle

Hello Racing Fans,

The 2007 Off-Road season is in full swing. Roar would like to welcome three new tracks to the family: McCullough's Off-Road Raceway, Nuclear RC, and X r/c Raceway and Club. All of these tracks will be hosting some upcoming events, stay tuned!

### Results from **The PA State Electric Challenge.**

#### 2wd Mod A Main Results

- 1 Anthony Mazzara
  - 2 Todd Lewis
  - 3 Brian Roeder (TQ)
  - 4 Ryan Conroy
  - 5 Brian Mills
  - 6 Robert Rands
  - 7 James Schlick
  - 8 Mike Gay
  - 9 Dan Ross
  - 10 Kevin Ganoë
- 2wd Mob B Main Results
- 1 Andy Castellini
  - 2 Nick Johnson
  - 3 Rob Cocco

4 Bob Walker

5 Aaron Wilson

6 Dean Fasnacht

7 Chris Schnell

8 Joseph Ottofaro

9 Alex Kubilus

10 Kevin Boyle

#### 2wd Mod C Main Results

- 1 John Gay
  - 2 Shawn Pitchford
  - 3 Caleb Ostenbauder
  - 4 Frank Halbleib
  - 5 Larry Twenty
  - 6 Keith Conroy
  - 7 James Halbleib
- 4wd Mod A Main Results
- 1 Mike Gay
  - 2 Anthony Mazzara
  - 3 Nick Johnson
  - 4 Andy Castellini
  - 5 Dan Ross
  - 6 Kevin Boyle

7 Rob Cocco

8 Alex Kubilus

9 Brian Roeder (TQ)

Mod Truck A Main Results

1 Anthony Mazzara

2 Dan Ross

3 James Schlick (TQ)

4 Kevin Ganoë

5 Mike Gay

6 Andy Castellini

7 Bob Walker

8 Joseph Ottofaro

9 John Gay

10 Matt Dziabo

1/18th A Main Results

1 Aaron Wilson

2 Jamie Lepley

#### Region 2 Nitro Truck Regionals:

Gas Tuck A Main Results

- 1 Anthony Mazzara
- 2 Brian Roder
- 3 Dan Ross
- 4 Max Flurer

5 Jason Kahler

6 Tim Powers

7 Todd Lewis

8 Kevin Ganoë

9 Andrew Michael

10 Chris Rupp

Gas Tuck B Main Results

1 Dean Fasnacht

2 Nate Ford

3 Bob Walker

4 Kevin Boyle

5 Caleb Ostenbauder

6 John Lieb

7 Jason Mowery

8 Ken Zittel

9 Garrett Schoonouch

10 Shawn Pitchford

#### Upcoming Races

August 26, Maryland Nitro Challenge: Nuclear R/C

September 8th, 9th 1/8 Gas Regional : X R/C Raceway

September 22<sup>nd</sup> ROAR Region 2 Truck Race of Champions: Pit Stop Hobbies

# Region 3

Region 3 Director

Brandon Melton

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**This region not reporting for issue 3 or issue 4**

***See Carpet Oval Nats  
write up on pages 5 and 6***

# Region 4



Tater Melton 2007 ROAR Region 4 Director

### Region Director

#### Tater Melton

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*Editors Note: I have never run across such an enthusiastic region director as Tater. Region 4 is well represented and I feel I can say this because it takes me several hours to format all the information Tater sends to RevUP ONLINE! Literally, I have over 15 emails of information to put into this issue. Thank you Tater... for being so thorough in your work! I only hope this combined issue does your work justice! I will be saving quite a bit for issue 5.*

The region 4 championships were held at Kissimmee R/C Raceway on April 14,15.

The weather forecast was not in our favor for the weekend and it affected attendance some.

Saturday turned out great. We were able to run four rounds of qualifying and still have about 2.5 hours of practice time.

Unfortunately, Sunday we weren't so fortunate. We awoke to rain. At noon the race was called.

**Awards**  
1/10 sedan: D J Apolaro,  
Chris Tosolini, Danny Horta

1/8 scale: Paolo Morganti, Chris Tosolini,  
Scotty Gray

Welcome to the Region 4 race report with Glenn Napurski from Next Level Hobbies.

### Round three of the Florida State Off Road Series 2007

season ran in Hudson Florida at B&B Hobbies on February 17, 2007. After the tremendous turnout at Ocala the attendance was down a little with just under 200 entries for this race.

The sportsman class continues to be a favorite with the crowd. In all we had 38 entries for 1/8<sup>th</sup> scale expert buggy, 42 in gas truck, 34 in 1/8<sup>th</sup> scale truck, 27 in production monster truck, and 55 entries in 1/8<sup>th</sup> scale sportsman buggy. The cutoff for shortening mains was announced as 150 entries so 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 very slick on Friday for open practice. It had been announced as being run loamy but was packed and not treated with calcium. This made the surface dusty, dry, and slick. Give credit to the track crew for watering the track a lot but the cold and windy conditions just dried it out within 5 or 10 minutes of it

being wet. The Friday session was good for learning the track layout and gave drivers a chance to see how the jumps were laid out so they could plan their strategy for Saturday. Friday night after practice the track was treated with calcium and wet down ensuring a good groove would form up during the race.

You race down the front straight from right to left before braking hard and turning up the hill into the infield over a small double jump. As you continue up the hill you pop up onto a semi table top corner and turn right onto a sweeping downhill corner before a right turn hairpin, a left turn off camber hairpin was next followed by a flat right turn hairpin. Here you are faced with a small double (try not to over jump) that you downside and make a hard left coming parallel with the straight (you could swing wide here and hit the banking setting up for the triple but this was not the fast way around), a double, single was the fast way around. After rolling over the last jump of the triple you turn hard left over a roller to a big double with no view of the landing area from some places on the drivers stand and an uneven face made this jump tricky as it was set into the track at a 45 degree angle from right to left. Landing the big double you swing high onto the banking and gas it hard to sky the next

big double before sweeping on to a banked corner and another flat right turn hairpin. A left turn hairpin followed and then you hit a whoops section (tight to the pipe was the fast and straight way through) and a small chicane before you tuned right past the pits and back on to the main straight. This was a very technical layout that offered very few good passing opportunities (places where you could pass and extend). As a result there was a lot of rough driving at this event as people forced their way by in some cases where there just wasn't a place to pass. Despite all the hacking there weren't a lot of rough driving calls by the officials. The drivers stand at this track is large enough for 12 drivers so we were seeding 10 and bumping 2 in the mains. The pit lane wall is the only place at this facility that needs some help, it is tilting badly in some places so keeping your car on the wall while tuning or starting can be a real challenge. People that brought their own crash cart or a table trackside had an advantage in that respect.

Special thanks go out to our series announcer Kenny "the scarecrow" for keeping this event moving as usual. Special

thanks to the track crew at Hudson 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 a 9 lap run in 5:29.52. Luis Perez was second with 9 in 5:34.73 and Dave Farmer was third with 9 in 5:35.68. Only three drivers made the 9 lap mark in Round 1.

In 1/8<sup>th</sup> sportsman buggy class James Tate led the way with a 9 lap run in 5:02.57. Jason Fackender was second with a 9 in 5:05.96 and Matt Allen was third with a 9 in 5:11.43. Eighteen 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. Nineteen drivers posted a 10 lap run for the expert class in round 1. At earlier

## Region 4

races a few of the sportsman drivers were posting times almost fast enough to make the A main in Expert. At this track the gap widened significantly.

In 1/8<sup>th</sup> scale Arena truck Gene "The Machine" Hickerson led the field with a 10 lap 5:12.33 run. Another Cen driver Kyle Sokol was second with 10 in 5:20.31 and Anton "Double flip" Watson was third with 10 in 5:32.99. Only the top three drivers posted 10 lap runs in round 1.

Production Monster truck ran last and JJ Turk led the way with a 10 lap run in 5:28.93. Former series champion Joey "Batman" Perez was in second with 9 in 5:06.83 and "Jungle" Jim Myers was third with 9 in 5:15.87. Only JJ posted a 10 lap run in this class for the first round.

We had a short break between rounds while the track crew did some maintenance. The track grooved up nicely during the race and provided everyone an opportunity to post their fastest time in round two. Many drivers took advantage of the track surface to improve on their first round performance.

Gas Truck was up first and JR Mitch proved he was the class of the field with a 9 lap run in 5:00.74 (just missing the 10 lap mark by .74 seconds). Jason Ruona took second with a 9 in 5:12.87 and Ryan "Rhino" Eckert was right behind in third with 9 in 5:13.68. The top 26 drivers in this class all posted their fastest runs in round number two. JR now has three TQ's in three races. JR has been gaining valuable points

with his performance in qualifying at all three races. Can anyone stop him from continuing this run in qualifying?

In 1/8<sup>th</sup> scale sportsman buggy James Tate led the way with a 10 lap run in 5:19.77 to take the TQ. Ryan Rodriguez took second with 10 in 5:28.94 with David Solomon right behind with a run of 10 in 5:29.56. The top 5 posted 10 lap runs and the first 10 drivers all posted their fastest run in the second round. That is two TQ's in a row for James Tate.

Expert 1/8<sup>th</sup> scale buggy was next and JR Mitch tried to blow away the field with a stellar TQ run of 11 laps in 5:22:13. Gene "The Machine" Hickerson showed his stuff and stepped up to take second with 11 laps in 5:27.96 and Jason Ruona was third with a 10 in 5:00.80. The top 7 in this class all posted their fastest runs in the second round. Only JR and Gene posted an 11 lap run in this class. This set the stage for a huge battle in the A main between these two drivers. The top 28 drivers in this class posted 10 lap runs or better. Of that group only 5 had their first round times stand up, everyone else went faster in the second round.

In 1/8<sup>th</sup> scale Arena truck Gene Hickerson held onto the TQ spot with his first round time of 10 laps in 5:12:33 holding up. Kyle Sokol took second with 10 in 5:19.51. Anton "Double flip" Watson was in third with 10 in 5:20.73. The top 9 in this class all posted 10 lap runs.

Production Monster truck ran last and JJ Turk took the TQ with his 10 lap run in 5:28.93 from round 1 holding up. Joey "Batman" Perez took second with 9 in 5:00.27 (just missing a 10 lap run) and "Jungle" Jim Meyers held on to third with his first round run of 9 in 5:15.87 holding up. The top 9 in this class all posted 9 lap runs or better.

We had a short break before the mains with a little more track maintenance. Big thanks to the track crew at B&B for staying on top of the track all day and night. The weather didn't cool off as it did on Friday night so we warmed up the lights and got the track ready for some night racing. Let's see what happened in the mains.

In the Gas truck B main Brandon Hershey won and Bill Flaherty finished second to bump up to the A. In the A main Jason Ruona took the win with 34 laps in 20:05.32. TQ winner JR Mitch was second and Ryan "Rhino" Eckert was third. Michael Delay was fourth and Luis Perez was fifth.

In the 1/8<sup>th</sup> scale sportsman buggy B main Matt Allen won and Jesse Olsen finished second to transfer to the A main. In the 1/8<sup>th</sup> scale sportsman buggy A main James Tate lapped the field to take the win with 27 laps in 15:06.47. Jason Fackender finished second and Shubin Saha took home the third spot. Steve "Rocketman" Szykalski was fourth and Ryan Rodriguez was fifth.

In the 1/8<sup>th</sup> scale expert buggy B main Kelly Bear and AJ Johnson lapped the field to

bump to the A main. In the 1/8<sup>th</sup> scale expert A main JR Mitch went on to win after a great battle with Gene "The Machine" Hickerson. JR took the win with 39 laps in 20:15.97. Jason Ruona took second and Ryan "Rhino" Eckert came home third. Gary Mazur was fourth and Leon "Neon" McIntosh was fifth. Gene Hickerson went on to finish sixth after dropping back with some problems while battling JR Mitch for the lead.

In the 1/8<sup>th</sup> scale Arena truck B main Jesse Olsen won and Martin "Automatica" Gramatica won a close battle with Duane Sizemore (Martin beat Duane by just .65 seconds) 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 37 laps in 20:29.35. Jeff Keaton was second and Series points leader Kyle Sokol finished in third. Anton Watson was fourth and Chris Shadron returned to the track after missing the Ocala race to finish fifth in his debut as a Next Level team driver.

In the Production Monster truck B main Bill Gramatica and Larry Hutcheson lapped the field to bump to the A main. In the Production Monster Truck A main JJ Turk took the win with 34 laps in 20:12.96. Region 4 Champion Mark "The Raptor" Kobisk was second and "Jungle" Jim Meyers finished third. David Warr was fourth and Pete the Greek was fifth.

My hard luck of the race award goes to Marshall Walker who had crash damage in round one (broken pivot ball carrier),

steering failure in round two and just when it looked like he would make the Monster Truck C main and get a chance to bump his throttle servo died on the first lap leaving the pits. He managed to finish only 4 laps during the race.

My hard charger of the race award goes to Brandon Hershey who skipped Gas Truck qualifying (I'm kidding he was just late) and bumped all the way from last in the Gas Truck D main to finish sixth in the A main. Nice Job Brandon!

Special thanks go out to the track crew at B&B for giving us great 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 4 at Mills Pond on March 10<sup>th</sup>, 2007.

# Region 4

Welcome to the Region 4 race report with Glenn Napurski from Next Level Hobbies.

## Round four of the Florida State Off Road Series 2007 season

ran in Wilton Manors Florida at Mills Pond Park on March 10, 2007. Attendance was up from the previous round with 200 entries for this race. The sportsman class is the crowd favorite and continues to draw the most entries at every event. In all we had 43 entries for 1/8<sup>th</sup> scale expert buggy, 40 in gas truck, 38 in 1/8<sup>th</sup> scale truck, 27 in production monster truck, and 52 entries in 1/8<sup>th</sup> scale sportsman buggy. The cutoff for shortening mains was announced as 150 entries so 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.

I did not attend Friday practice for this race so there is no report for the open practice. The track did look to be in good condition on Saturday morning during the timed practice sessions.

You come by the drivers stand from left to right over a 5 pack of small jumps. The fast way through this section was to double in and roll the center jump and then double out. This section required some discipline because you could not double out if you didn't roll the center jump. At the end of the drivers straight you turn left over a roller (again don't try to jump it) and you gas hard to hit the ramp on the semi table top (the landing ramp was taller than the take off so you had to have enough height to make

it over). Landing in a depression you then hop up out of this turning left on to the long back straight. Brake hard at the end of the straight and set up for the two rolling doubles. If you got lined up off the straight you could double double this section or single double single also seemed to work well. Off the last jump you turn hard left and run a short straight before a hairpin turn into the infield over a small double (this was hard to clear if you were turning tight to the pipe but you could just roll over it). A 90 degree right followed the double and then you came to another right hairpin (with a couple of small obstacles near the pipe). Another left hairpin set you up for a double and right hairpin double (lots of passing here with a double on the entrance and exit) and a quick left onto a section that was a little blown out with bumps entering the next left hairpin. A short straight followed to a right hairpin with a table top that you could clear if you got a run at it. Off the table top you turn right into a nasty whoops section (tight to the pipe on your left was fast here) before another right to an uphill jump (the landing was much higher than the take off making this jump hard to make consistently). Down off the jump you had another double before the left hairpin bringing you across the time line and back onto the front straight. This layout was technical but fast and offered a lot of good places to pass.

Our regular series announcer Kenny was not available for this event so the race was run by committee with Luther Peterson, Dennis "the Menace" Cabbage and even some of

racers helping out. I heard JR Mitch and Leon "Neon" Macintosh on the microphone during the race. Special thanks go out to everyone that helped with timing and scoring for this event. I was not able to obtain the printouts I normally use to write the qualifying portion of the race report. As such we will jump right to the final qualifying results and the results of the mains.

At the end of round two in Gas Truck JR Mitch lead the way and scored yet another TQ point followed by Ryan Eckert in second and Jason Ruona in 3<sup>rd</sup>. JR has proved he is the class of the field in qualifying at every race this season in this division.

In 1/8<sup>th</sup> scale sportsman buggy Steve "Rocketman" Szykulski took the TQ followed by Ryan Rodriguez in 2<sup>nd</sup> and Jason Fackender in 3<sup>rd</sup>. James Tate had his TQ streak end at two as he wound up 4<sup>th</sup> at the end of qualifying.

Expert 1/8<sup>th</sup> scale buggy was next and I've been wondering if anyone would step up and seriously challenge JR Mitch for the TQ position. Leon Macintosh has been the closest challenger (missing by .69 seconds at Ocala) until now. Ryan "Rhino" Eckert stole the show in qualifying taking the TQ position and breaking JR's streak of three in a row. JR went on to finish sixth in qualifying. Leon "Neon" Macintosh took the runner up position for the second time in 4 races and is knocking on the door for a TQ this season. Gene "The Machine" Hickerson came home in third. These four drivers are really starting to battle it out in qualifying. I'm expect-

ing the TQ spot to be heavily contested at the remaining four rounds

In 1/8<sup>th</sup> scale Arena truck Gene Hickerson took the TQ spot again (that gives him three in a row). Bob "Spanky" Bjorkman had a nice run to take second and Sean Kersten took third. Gene has been dominating the qualifying in this class for the last three races. He looks ready to run the table in qualifying unless someone steps up to stop him. Stay tuned because there is going to be a lot of action in this class before the end of the season.

Production Monster truck ran last and Mark "Raptor" Kobisk took the TQ showing the form that earned him the title of Region 4 champion. Scott Beiswinger took second and David Warr brought his Revo home in third.

We had a short break before the mains with a little track maintenance. Big thanks to the track crew at Mills Pond for staying on top of the track during the race. Let's see what happened in the mains.

In the Gas truck B main Luis Perez won and Michael Jones finished second to bump up to the A main. In the A main Jason Ruona took the win with 27 laps in 20:34.32. Ryan "Rhino" Eckert was second and TQ winner JR Mitch was third. Nick Angelides was fourth and Michael Delay was fifth.

In the 1/8<sup>th</sup> scale sportsman buggy B main Michael Barone won and Jeremy Myers finished second to transfer to the A main. In the 1/8<sup>th</sup> scale sportsman buggy A main James Tate lapped the field to take the win with 21 laps in 15:42.75.

David Solomon finished second and Ryan Rodriguez took home the third spot. David "Crash" Kobisk was fourth and Seth Williams was fifth.

In the 1/8<sup>th</sup> scale expert buggy B main Kelly Bear lapped the field and Kyle Sokol came home second to bump to the A main. In the 1/8<sup>th</sup> scale expert A main Ryan "Rhino" Eckert lapped the field and held off a late charge by JR Mitch to take the win. Ryan won with 30 in 20:15.70. Kelly Bear finished third and Nick Angelides finished fourth. Michael Delay took the fifth spot.

In the 1/8<sup>th</sup> scale Arena truck B main Chad Olcott won and Juan Mendez finished second 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 three laps down and took the win with 37 laps in 20:29.35. Bob "Spanky" Bjorkman and Glenn Napurski had a multi lap battle for the second position until a crash in front of the drivers stand slowed both drivers. Steve "Rocketman" Szykulski took advantage of the situation and went on to take the second spot. Glenn Napurski recovered to finish third and Bob "Spanky" Bjorkman took fourth. Juan Mendez brought his truck home in fifth. Competition in this class is really getting heated as things boiled over trackside after the A and B mains between a couple of drivers and pit crews.

In the Production Monster truck B main Dustin Jenkins and Derek Zamot won a tight

## Region 4

battle with Kurt Harris and Jeff Pearson (all four drivers finished on the same lap and positions 2-4 were less than 2 seconds apart) to bump to the A main. In the Production Monster Truck A main Mark

“Raptor” Kobisk took the win with 27 laps in 20:27.87. Scott Beiswinger finished in second where he qualified and Pete the Greek finished third. Bill Gramatica was fourth and Tom Avera was fifth.

My hard luck of the race award goes to Joey “Batman” Perez who had a tough time in his return to the 1/8 scale truck division and then was unable to get his Production Monster truck started for the A main.

My hard charger of the race award goes to Ryan “Rhino” Eckert who stepped up his game at this race to TQ and win the 1/8 scale expert buggy class. I watched the end of this race while waiting in line for the 1/8 scale Truck A main and can say that Ryan drove a very smart race to pick up the win and hold off JR Mitch. Nice Job Ryan! The stage is now set for a battle between Ryan and JR Mitch over the remaining 4 races.

Special thanks to the track crew at Mills Pond for giving us a great track conditions for racing.

This was another great weekend for the series. Follow the series points battle all season long (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 5 at Lake Park on April 14<sup>th</sup>, 2007.

### All the people involved at Farmers Raceway did a outstanding job.

The Driver stand is huge, the track is great, the Food was also great. Parking was not a problem. You could have had a Semi-truck Rodeo in that field and less than a 100 feet from the track. When I got there on friday the track was a dust bowl, but around 5:00 Mother nature decided she had enough of the dust and supplied a nice drizzle to help soak in the track.

On Saturday morning it was ready to go. The track got groved and fast in a hurry. After the first round the early TQ's were:

Jason Ruona in Gas Truck  
James Tate in 1/8 Sportsman Buggy

JJ Turk in Monster Truck  
Gene“The Machine” in 1/8 Truck

Ryan“Showtime”Eckert in 1/8 Buggy

By the second round the track was black:

Gas Truck:

JR Mitch claimed the overall TQ from Jason Ruona by 2 sec with both drivers making a 10 lap run.

Sportsman 1/8 Buggy:

James Tate was nervous as David“Crash”Kobisk was closing on his TQ along with Jason Fackender, Tony Rivas, Jesse Olsen and Matt Allen.

All these driver were running below the TQ that Tate had set. Crash looked to have it sowed up, but a bobble on lap 8 cost him 4 sec's. Leaving Tate Overall TQ.

Monster Trunk:

Joey“Batman”Perez had a DNS in the first round. He set out to take the TQ away from JJ and did. JJ came to the Driverstand to get it back. He kept his truck glued to the track and at the end of the race, I had to print it out to see who got the TQ. Batmans time was a 10/5:21.97.

JJ's Time was a 10/5:21.93. JJ taking back TQ by .04 sec.

1/8 Truck:

JJ Turk and Ryan Harris had a shot at TQ both finishing below The first Round TQ. The “Batman”Perez with another DNS in the first round put in a good round for forth overall. Gene“The Machine”Hickerson saw the track got faster and took another 10 sec's off his TQ time holding onto his overall TQ.

1/8 Buggy:

“Showtime”Ryan Eckert set the mark. Ryan ran his round with every lap below 29 sec's. Only Jason Ruona was the only one to do a 11 lap round. Gene“The Machine” just missed a 11 lap run by .25 sec's. Ryan takes the Overall TQ.



Name: Jermey Harris

Age: 16

Grade: 11th

Hometown: Oviedo, FL

Q: What other sports besides R/C do you like?

Jermey: Motorcross & Mountain Biking.

Q: What races have you won?

Jermey: I have won 05 region 4 stock buggy and truck, 06 regionals stock buggy & truck also T/Q ed stock buggy, A-3 of the Losi race.

Q: People you like to race with?

Jermey: Tray Cook, Raptor, Tater and Tim Moon.

Q: Who is your toughest competition?

Jermey: Myself!

Q: How long have you been racing?

Jermey: 7 years.

Q: What was your first R/C car?

Jermey: Legends.

Q: What cars do you have now?

Jermey: B-4, T-4, TC-4 and 1/8 Ofna 9.5.

Q: What music do you listen to?

Jermey: Everything.

Q: Who are your sponsors?

Jermey: My Grandpa, Team Quick, Superior Hobbies, J Concepts and Raptor Racing.

J. Harris is a upcoming racer in the FL offroad state series. I have raced him many times, he is a clean and fair racer. Look for him to be in all the A Mains in his future races.

Tater.



# by Bill Fraden

Well awhile back I contacted the ROAR VP and asked her if I could make a report about general things and maybe a race report. She said it would be okay so here it goes. Life after being a region director for 14 years is great. It different now that I don't have to feel obligated to anyone or to the organization. Going to races and not doing the ROAR membership now gives me time I never knew I had . Although I still look at thing thru those ROAR glasses, I'm just a regular member. It still gets me the guys showing up with flip flops and trying to race. Don't they notice everyone else has close toe shoes. I guess they just want to be different? I now have time to share with my friends and can if I feel like volunteer to help with things if needed. That extra time also comes with now running brushless (stock),the class I introduced into the series. Now our Masters class is almost entirely Brushless. At our last state race I even had several racers come to me an express the desire to speak for them at the mid-year meeting about adopting this motor. Since they were not going to be able to attend the race. A few others came by and said how much they wanted this class for the next year series. I have Bob Novak to thank for giving me the chance to demonstrate this motor last year at our races. It also took me out of the points but I thought it was worth the choice. Race report from Superior Hobbies State Race in April:

This is a different kind of state race report- *I'm not the ROAR guy it's just my observations.* As things go I got up at 3:00am to begin my travels to Orlando. I had packed the trailer and truck the night before( I actually packed everything and didn't forget anything this time) .If ya'll think that's early I usually get up somewhere around 3-4 am every day. It's been that way for about three years now. Anyway going down the road listening to my favorite early morning show (Coast to Coast) I saw sprinkles on the windshield several times on the way to Orlando. Hoping that when I arrive there would be none at the track. I arrived around 6 and there was not a hint of rain anywhere. Now later on through the day it looked like it was going to rain but it did not. As the day progressed the qualifying ran smoothly. Izzy was happy with the improvements with the Reedy modified format part of the program. Last month it gave him fits as they had to use two computers. With nothing to do in my spare time Izzy asked both me and Rocky to help in the tech dept. Since running brushless gives us plenty of spare time it was a no brainer for us. The first qualifier for the Master class had my team mates all running brushless (Rocky ,Dave and myself). I even had several other come up

to me and ask for gear ratios .That's a shock since that's all I've ever done over the years. Now at this race I was the one to ask? All three of us in the camper (Team BullFrog) had similar but different gear ratios. They were close but not where I thought they should be. In the first Master Qualifier I had Rocky doing to me what I usually do to him. He was pressuring me after I made a few mistakes. Right there on my bumper for the last three minutes of the qualifier. It was great having him right there. Meanwhile Dave was having a problem getting used to the brushless motor thing. After the racing was finished for the day we decided to go to my favorite restaurant (and one of by biggest customers here in Jacksonville) The Miller 's Ale House of Orlando . Izzy and Mercedes also came along with the couple from Georgia( I forgot there name). Great meal and plenty of Shannon food (it last about two minutes for her). As Sunday came early we first hit the Denny's next door and then proceeded to the track .I end up qualifying 4th for our Master class. In the main I ended up 1st in the end. I could say more but I will not. Eugene Biala from Jacksonville came in second. I wish to thanks Tony Padilla for the great pictures he took of the races. Especially all of us old Masters on the drivers stand. The other winners were Paul Wynn (TC Mod), Chris Panton (TC Stock), Michael Bruce (1/12th 19 turn), Dave Bowser (TC 19 turn) and Daniel Medina (Novice). The overall results are on the state series site. I did lock all of my keys in the trailer while loading up to go

home. Thanks to the guy with the saw-Now I've got one less lock on the trailer. I've enjoyed myself racing again. Not having to do anything but race. I thank everyone for electing me over the years as your region director but I like my lack of a job now better. **Racing is fun again thanks.** I did forget to mention something I was told over dinner. The guy I owe my one national championship title to Rafael Angula. This guy worked on my motor and loaned me batteries for my title. Now he's the man at Serpent (The Motor turner guy). He travels all over the world . Just recently he went to Mexico and raced- guess what he TQ'd. He out qualified Pablo from Serpent USA( B main). Congrats on your new job- he supposed to be racing this next state race with us. Welcome back for the race my friend. We also nominated two new people for our series hall of fame. They are Art Carbonell and Kenny Holmes. I've know both of these people over the years. I met Art when he was the driver at Delta. When 1/10th scale pan cars came out he moved to Sunny Florida and came up with his own car Vicfor. He was even the Mod Champion for one year. Now Kenny Holmes - He promoted the Pinellas Auto Racers (PEAR) at a small shopping center with a Winn Dixie. Yes he used to race back then. Over the years he's gotten to the point where I think he is one of the best race announcers and organizers out there. I'm not the only one you see him everywhere from the snowbirds to the off-road series and at a few nationals. Kenny and Art are a great addition to our hall of fame!

Region 5 Director

Rob King

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# Region 5

This region not reporting for issue 3 or issue 4

# Region 6

“Rain, rain, go away, come again another day”!!!! Oh well, so our Magnolia State Off Road Championships were rained out this year. We can reschedule it can't we? Of course we can reschedule. As a matter of fact we have rescheduled for June 23, 2007. Why the long delay? Scheduling a race this late in the year can be tough. I consider it very bad form to schedule an event on a date that another track has previously reserved for their event. However, under the “count your blessings” department it should be noted that this is only the fourth special event that has been rained out in the nineteen years that Small Cars Unlimited has been racing R/C vehicles.

Nineteen years – can it be possible? Yes it can. Concrete was poured and the first race was run in mid June 1988. Most of those years went by very rapidly. It does not seem that this much time has passed. Can Ed last to see twenty years at Small Cars Unlimited? God only knows.

Dirt oval racing has taken off like wild fire in this area. The normal classes that you would expect are popular. However, the greatest interest appears to be in a local class that consists of 4WD 1/8<sup>th</sup> scale buggies converted into out-



law sprint cars. These sprinters look real and are very fast.

I know that most ROAR members have enjoyed our new Rev Up format. I find it amazing that some ROAR members



still do not know why they no longer receive their Rev Up in the mail. I had one member ask if he could get an extension on his membership because he didn't get his Rev Up. I showed him where his Rev Up was. Please, if you know someone that doesn't receive a Rev Up please educate him or her. Again Ms. Editor, thank you for all your effort to bring us a better issue of Rev Up than the last issue. Most racers in my area read the Rev Up

Spring has sprung, Fall has fell, Summer's here and it's hotter than H\*\*\*. On the way to our track I passed a church with a sign that said “And you think it's hot up here?”. Welcome to the deep South. We will either have hot or rain or hot and rain. Somehow we always get through it.



Dirt Oval has always been popular with full sized cars in our area, so, why not R/C cars? We have even had some of our racers take their R/C Dirt Oval cars to full sized racetracks and put on demonstration runs between races. The normal classes that you would expect are popular. The class with the greatest participation is an eighth scale four-wheel drive buggy that has been converted into either a late model or an outlaw sprint

car. I think that if you put wings on these cars they would fly. At times a car will become airborne and leave the track, but that's not really flying is it?

The Magnolia (that's Mississippi to you Yankees) State Paved Oval / On Road Championships were held at Small Cars Unlimited. The day was beautiful, the food was great, and the sportsmanship was outstanding. Berry Volts recently acquired a new camera and loaned it to Leighton Dillard to take some pictures. This was very much appreciated. I do believe that the new pipe met with everyone's approval. The results of the event were as follows:

**Oval – 6 cell Stock – TQ, Cecil Mount; 1<sup>st</sup> Michael Hudson; 2<sup>nd</sup>, Cecil Mount; 3<sup>rd</sup>, David Wilson.**

**Oval – 4 cell 19 Turn – TQ, “Flying” Brian Dickenson; 1<sup>st</sup>, Mike Seymour; 2<sup>nd</sup>, Eddie Beachamp; 3<sup>rd</sup>, Brian Dickenson.**

**On Road – 1/12<sup>th</sup> Stock – TQ, Alan Jenkins; 1<sup>st</sup>, Alan Jenkins; 2<sup>nd</sup>, Michael Hudson, Jr.; 3<sup>rd</sup>, Brian Davis.**

**On Road – Stock Sedan – TQ, Arun Misra; 1<sup>st</sup>, Arun Misra; 2<sup>nd</sup>, Terry Vaughn; 3<sup>rd</sup>, Barry Voltz.**

It should be noted that although Alan Jenkins is an experienced racer, he has never raced 1/12<sup>th</sup> scale. With a borrowed car and a little coaching he drove like he had been driving 1/12<sup>th</sup> scales all of his life. I think that Alan has found his R/C specialty.

Some of us will be traveling to Hot Springs AR for the big race at Wolfpack Race Track in Percy (just west of Hot Springs) on July 21, 2007. It will be nice to visit with our friends from “up north”. Still no date set for the Arkansas State Off Road Championships. I hope to have a date posted soon.

I don't have very much to say this issue, but I cannot close without saying to Dawn Sanchez “Thank You”. I do appreciate what you do.

**Region Director**

**Eddie Hill**

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**Jackson MS 39282**

**601.924.6416**

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# Region 7

**Region Director**

**Jason Mosser**

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Mandan ND 58554

Phone: 701.667.5973

No Email Address on File for this Director

A large, light orange map of the United States is shown, with the state of North Dakota highlighted in a darker shade of orange. The map is positioned behind the main text.

**This region not reporting for issue 3 or issue 4**

# Region 8

**This region not reporting for issue 4**

**Region Director**

**Phil Beardshear**

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[racefactory@msn.com](mailto:racefactory@msn.com)

Hello!

Spring is here and weather is becoming more outdoor racer friendly. Region 8 Off-road will be indoors, no rain to interfere with this event, June 7-10. North Missouri R/C has hosted many great races and this should be no different. Well groomed and challenging, the track will provide racers the chance to show who can tune and drive their way to the podium. Download a flier at <http://www.nmr-c.com/2007region8.pdf>

For the nitro asphalt crew Evolution Raceway is the place to be in July. Check their site out for some pics of this first class facility and come on down for some great racing. [www.evolutionraceway.com](http://www.evolutionraceway.com)

*See Buggy Nats write up*

*on pages 7, 8, and 9*

# Region 9

**This region not reporting for issue 4**

**Region Director**

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The 30<sup>th</sup> annual Texas Biggie begins with practice May 25 and finishing on Memorial Day May 28<sup>th</sup>. Past winners include the who's who of racing. Scotty Barrera won 1/8 Expert in 2006 preceded by Mike Swauger 2005 and 2003, Sal Difazio 2004, and Ralph Burch in 2002 and 2001. The race will be held at the RCRCNT facility in Rendon Texas. Many improvements have been made to the facility including permanent toilets and covered pit area as well as on going surface repairs. I have not visited RCRCNT this year yet, but am looking forward to the Texas Biggie. This should be a great race this year. For more complete information about the club and The Texas Biggie contact Bob Ingersol at [RHI58@tx.rr.com](mailto:RHI58@tx.rr.com) or visit RCRCNT.

The Gas On-Road Regional 9 Championships will be held at Gulf Coast Raceway in Porter Texas June 22-24. Practice begins on Friday with the mains on Sunday. 1/8 Expert, 1/10<sup>th</sup> Expert, and 1/8<sup>th</sup> Spec class are classes for Regional Champions. To take a look at the facility visit [www.mikes-hobbyshop.com](http://www.mikes-hobbyshop.com) and click on the Gulf Coast Raceway link. We are truly blessed to have a facility like this in Texas. For more complete information contact Jeff Parker at Mike's Hobbyshop. (281) 577-8250.

The Gas Off-Road Regional 9 Championships will also be held at Gulf Coast Raceway August 4th. Their off-road facility includes a completely covered outdoor track. You must see to appreciate. The off-road facility includes covered pit area with tables, chairs, and electricity.

The Summer Sizzler Off-Road Series to begin June 10th. Races

will be held at N-Control in Austin, GEARS club in Harlingen, and at Toys 4 Big Boys in San Antonio. This will be a 5 race series. It will be the best 4 out of 5 race point totals that counts toward the championship. Classes will be 1/8 Buggy Expert and Sportsman, Unlimited 1/8 Monster Truck (Truggy) Expert and Sportsman, Standard Monster Truck (Revo, Savage, etc.) and 1/10th Stadium Truck. Races will be single day events with a maximum of 140 entries. ROAR rules of course in effect. Three rounds of qualifying, with rocket round in effect. It will cost you \$35 per class, and \$25 for each other class. The First race will be held at N-control Raceway on June 9<sup>th</sup>. The drivers meeting 9:30 A.M. Racing begins at 10 A.M. Race schedules for the Summer Sizzler will be in next Months Rev-up.

Until then, See you at the Races.

Hello Racing Fans,

The 2007 Off-Road season is in full swing. Roar would like to wel-

come three new tracks to the family: McCullough's Off-Road Raceway, Nuclear RC, and X r/c Raceway and Club. All of these tracks will be hosting some upcoming events, stay tuned!

Results from **The PA State Electric Challenge.**

## Region 10



**Region Director**

**Sean Sanchez**

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**ASSISTANT DIRECTOR**

**CHARLIE PEREZ**

Region 10... Below, please read Steve's Griego's write up of the ROAR Off Road Electric Nationals recently held in ABQ, NM, my former home track. This track is known for an interesting racing surface that well, doesn't change much and will cause you to reconsider purchasing stock in RC tire companies. Panther Tire was the handout for this event and I can't think of a better selection. The tires proved to hook up better than most expected. I had a great time at this race and encourage everybody to attend the Tumbleweed Classic held at this track in late September. You can find the entry flyer at [www.arcorraceway.com](http://www.arcorraceway.com)

Also, I would like to personally thank the ARCOR crew for preparing a great track and maintaining the facility. ROAR's RMT was exceptional at this event. Not one ripple in the water and nothing but great racing! The Lipo/BL demonstration class was a great idea and although the sign ups weren't too high, it was obvious everybody took it seriously. Congrats to Ryan Maifield for taking the win!

Currently, we are looking for bids for regional championships in 2007. These standings will be how ROAR seeds the qualifiers at Nationals in 2008. So, its very

important to attend regional events now. The Pit, in Wittman, Arizona has expressed interest in holding the off road fuel regional championships but has not become a ROAR affiliate as of yet. Also, we were turned down by MARCAR for regional championships in Colorado due to timing of the events. We would like to research the rules about having a championship out of region but this causes complications.

2007 ROAR OFF ROAD ELECTRIC NATIONALS—  
BY STEVE GRIEGO,  
ARCOR VICE PRESIDENT

138 degrees on the track, 100 degrees in the air, the action on the track, OFF THE SCALE! The 2007 ROAR Electric Off-road Nationals just wrapped up in Albuquerque, New Mexico. The site of the race was ARCOR Raceway (Albuquerque Radio Control Off-road Raceway) which is considered among the best tracks in the nation.

As has come to be expected, ARCOR put on a top notch event, but not without a little help from our friends. We'd like to thank Sean Sanchez and the Scottsdale RC Speedway crew for pitching in like it was their home track. And you can never say enough great things about Jimmy Babcock on the mic. He kept the event run-

ning on schedule and kept the energy up calling all the action on the track. ARCOR Raceway as a club has really stepped up and put a lot of effort into pulling off this great event and each and every member should see their name in lights but I really have to single out Jason Romero, club President, for his tireless effort in administration duties all the way down to rebuilding the track. His effort gave us a top notch surface that handled the massive amount of traffic without a single problem. I want to take time to recognize Scott Spear, Club Promotions and Bobby Davis, Race Director. They have two of the most demanding positions within the club but they also went above and beyond and pitched in everywhere including some marathon sessions during the track rebuild. Jeremy Griego and Cheryl Mora really took care of us all weekend with a fantastic menu and plenty of soft drinks, thanks guys! We just have to hand it to Dawn Sanchez and ROAR's Race Management Team. National events just keep getting better and this group of dedicated officials make sure things are consistent and run as smooth as possible.

A couple of themes stand out for this event. One, Cavalieri continues to dominate, despite being chased by amazing racers like Mike Truhe, Ryan Maifield and Jared Tebo. Second, Experimentation; ROAR

tried a new format for the electric races this year. Both Stock and Mod were combined into a single event and a Brushless Li-Po class was offered as a demonstration class.

Third, Dakotah Phend! A 10 year-old racer captured 3 National Titles at this event but it wasn't that big of a deal, he just added them to his 3 previous titles!

ARCOR also took time out on Sunday to recognize a very important person in our club's history. Steve Garcia of Sav-On Hobbies was presented with an induction into the ARCOR Raceway Hall of Fame for his many years of tireless devotion to the club and for providing a mobile hobby shop each and every race day. He was awarded a lifetime club membership and the right to race for free. We thank you for your years of dedication Steve and we'll see you at the track!

Thanks to everyone that made it out to the Nats. I'd like to invite everyone out to see another great ARCOR event later this year. September 21-22, 2007 The 12<sup>th</sup> Annual Tumbleweed Classic <http://www.arcorraceway.com>. And a shout out to our friends at SRS, they have announced their 1<sup>st</sup> Annual Nitro Cactus Class in December, see <http://www.scottsdalerc.com> for details.

### See Off Road Electric Nats write up on pages 3 and 4

# Region 11

Region Director

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**This region not reporting for issue 3 or issue 4**

***See Paved On Road Nats  
write up on pages 10 and 11***



# Region 12



### Region Director

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# 2007 M H O O D C H E R S A L I K

The ROAR Region 12 Nitro On Road Regionals are in the books, and we have 2 new champions crowned. Barry Baker in 1/10<sup>th</sup> 200mm and Mike Swauger (TQ) in 1/8<sup>th</sup> Open took home the gold.

The event was held at Crystal Park RC Raceway, and run by the Team Taylor Race Management Team. Over 70 racers battled it out on the high speed layout in mild 90 degree weather. The race program included 3 rounds of qualifying and plenty of practice before and after. Craig Kaplan provided speedy tech and Mike Braun assisted on the announcing. Darin Ishitani took TQ in the 200mm class, but had a mechanical early in the main. Thank you to all Region 12 racers for making this event a success. Up next is the ROAR 1/8<sup>th</sup> On Road Nats in Las Vegas.

#### 200mm:

- Barry Baker
- Jeffrey Lin
- Marc Cruz

#### 1/8<sup>th</sup>:

- Mike Swauger
- Pepe Velez
- Chris Verano



Sedan  
1<sup>st</sup> Brian Thomas  
2<sup>nd</sup> Jimmy Deprez  
3<sup>rd</sup> Jeff Lin



1/8<sup>th</sup> scale  
1<sup>st</sup> Scott Kimbrow  
2<sup>nd</sup> Garen Hagobian  
3<sup>rd</sup> Chris Verano



The Ladies of Team Taylor  
Kristian Braun  
Paula Burlison

## Region 12

### Greetings Racers,

While summer is in full swing so is racing in Region 12. The Mugen Grand Prix race is covered in this issue. The ROAR 1/8<sup>th</sup> Scale Nats are scheduled for September 7<sup>th</sup>- 9<sup>th</sup> at the Las Vegas Silver Bowl. I am working out the last couple detail for the Region 12 gas On-Road championships and in for should be coming very soon. If you or your track is interested in holding a Regional race Please contact me so we can help you start the process. I will once again ask that if you wish to sanction a race that you submit the sanction in a PDF file to my e-mail address. It has been a busy 1<sup>st</sup> quarter for the region, with RCX held in April this year, the show will return to Pomona again next year. This is always a fun show to attend. Please remember to support your local track and hobby shop.

### 2007 Mugen Grand Prix, Las Vegas

Hosted by 4 Aces and Team Taylor, the 07 Spring Vegas race was dubbed the Mugen Grand Prix. Unofficially the warm up race for the 07 ROAR 1/8<sup>th</sup> Nats, the Mugen GP brought out a huge contingent of 1/8<sup>th</sup> racers from all over the country. Nearly the entire span of the US was represented, from Hawaii to New Jersey. The sedan class also had a decent turnout with nearly 40 racers entered.

Ron Atomic took pole in sedan class, followed closely by Mike Swauger and Barry Baker. In the 1/8<sup>th</sup> class, Kevin Jelich put in a perfect run to score TQ with a 18 lap 5 min flat run. The B and C mains in both classes featured very close qualifying times. After qualifying was over with, Mugen sponsored special races for the top qualified non sponsored drivers on both classes. These two races featured some of the best racing of the weekend as the drivers really put their best out there in an effort to win car kits, engines, and other Mugen prizes. Jerry Rapp and Jake Alton took home sedan and 1/8<sup>th</sup> kits respectively after finishing first in their 20 minute races.

Many of the lower mains featured close racing, even up to the 30 and 40 minute marks of the C and B mains. Ron

Atomic and Ron Calangi bumped into the 1/8<sup>th</sup> A main, while Jimmy Deprez and Vegas' finest Scott Fisher bumped into the sedan A main. The sedan A main started without Mike Swauger, who blew up an engine in warm up. Ron Atomic jumped into the lead with Barry Baker right behind.

These 2 pulled away from the rest of the field for about the first 10 minutes. Around this time Barry started have engine issues, and Ron developed unknown mechanical problems. This handed the lead to the smooth driving Southern California talent Brian Thomas. Meanwhile Jimmy Deprez moved up through the field to claim second. Jeffrey Lin took over the third spot and that's how they finished after 60 minutes of racing.

The 1/8<sup>th</sup> main started at a very fast pace with Mike Swauger, Scott Kimbrow, and Kevin Jelich swapping the top 3 positions. Behind them, the rest of the field stayed relatively tight for about the first 10 minutes. Sedan winner Brian Thomas and sedan TQ Ron Atomic dropped out before 15 minutes, and Vincent Jackson joined them soon thereafter. About 20 minutes in, Garen Hagobian, who had been taking it easy for the first quarter of the race, moved through the field and took over fourth.

Soon after, Mike Swauger had a tire change, allowing Garen to take over third. Not long after that, Swauger, still in fourth, broke his car trying to avoid a flying Kimbrow, while leader Jelich came in for a tire change. Jelich's tire change proved to be costly as it dropped him way down the running order.

This put Kimbrow in the lead with Hagobian in second and Ciccarello in third. Ciccarello soon had tire issues, putting Steve Perez in third with Chris Verano and Steve Rossi right behind. At this point, the cat and mouse game began with drivers waiting for the other to change tires first. Verano had to change tires due to a chunk in one of his rears, while Kimbrow and Hagobian plugged along.

After a few pit stops, Verano caught and passed Perez for third. After 60 minutes of hard racing, Kimbrow took first followed by Hagobian and Verano.

No sooner had the race ended when the clouds gathered and dropped some moisture down. Rich Taylor handed out the trophies, and photos were taken for the Byron Fuels contingency winners. Another excellent race, and the nationals are only a few months away.

# Canadian Regions

## Canadian National Director

**Don Ropcean**

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Canada  
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Cell: 250.983.4624

Hello Fellow Canadian Racers, well the time is upon us for the summer racing season up here in the Great White North.

I have seen and talked to many racers and the expectations are greater this year than ever before. I'm glad to announce that Roar Canada will be holding a Class 3 Regional Off Road race in Vancouver, BC, with the host club being Vmar's Riverside Raceways. The date will be June 22-24/07. This will be a great event and I hope to see many racers attend it. It will be an opportunity to see our top racers to show their talents.

Just having watched the Canadian racers over the last few years our talent pool is growing tremendously. One day soon maybe we will see our Canadian talent on the podium at an Ifmar Worlds Event. Also, there is major interest in having a Roar Ca-

nadian Nationals to allow some of our racers to qualify to attend next years Ifmar Worlds Off Road Event in the USA. I will keep you all up to date on this as it unfolds.

It is great to see that many new clubs are starting in different areas of the country and that the existing clubs are stepping it up a notch.

Again, if any clubs or tracks are interested in holding a Roar Event please feel free to get a hold of me.

We are well into our summer season now and it is good to see that the racing is bigger and better this year.

Roar Canada had a Class 3 Regional off road race at Riverside Raceway in Burnaby BC on the June 22-24/07 weekend. The racing was very competitive and

the track was very good. Just when you thought you had the track tamed it would bite you "you know where". The Classes that were run were Mod Truck 19T, Monster Truck, Truggy, and of course 1/8 Buggy. All in all it was a great time had by all who attended. I would like to personally thank the Riverside Crew for all their hard work and hospitality.

For our Canadian National's we are still in progress of securing a track and time for this race to be held. I will keep you all updated as soon as I know more.

Keep the rubber side up and your fingers pinned!

# 40th Anniversary 1967 - 2007

# 2007 ROAR On Road Fuel Sedan Nationals



Presented by: *Gulfcoast RC Raceway and ROAR Race Management Team*

**Race Schedule**

Planned Schedule of Events:

**Thursday: 9:00 am**  
Frequency  
Controlled Practice

**Friday: 9:00 am**  
QUALIFYING

**Saturday: 9:00 am**  
QUALIFYING


**Sunday: 9:00 am**  
MAIN EVENTS

## November 9 - 11, 2007

ROAR Membership (Annual) required for participation.  
Entrants and pit person (s) required to have full year membership.  
Memberships will be available at the track. All entries are due no later than October 9th and are subject to a \$20.00 late fee for arrival after this date.  
**All entrants are required to use Personal Transponders.**  
The ROAR Ladder Main system will be used.  
Finals will be limited to 15 mains.

For Race Hotel, Track and Table Rental information:  
**Jeff Parker at Mike's Hobby Shop/Gulf Coast Raceway**  
281-577-8250  
gulfcoastrctrack@aol.com  
WWW.mikes-hobbyshop.com

Mail entry forms and payment to:  
**ROAR Administrator**  
30262 Crown Valley Pkwy. #B454  
Laguna Niguel, CA 92677

Name: \_\_\_\_\_  Membership: \_\_\_\_\_ exp \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Email/phone: \_\_\_\_\_ (\_\_\_\_\_) \_\_\_\_\_

CLASS	PT# (req'd)	Freq 1	Freq 2	Freq 3	Total
1/10 Fuel Sedan (.12)					\$70.00
1/10 Open Sedan					\$70.00
Masters					\$70.00

PERSONAL TRANSPONDER NUMBER  
REQUIRED ON ENTRY FLYER

Total to ROAR: \$ \_\_\_\_\_