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REVUP ONLINE!

Official **ROAR** Newsletter

Aug/Sep 2006

Issue Four

Nominations for President and Even Numbered Regions

Do you know someone who can do a good job for ROAR? Somebody who has the best interest of the sport of radio controlled racing in mind? Somebody who always has ideas of how things could be better? Then, print off this page of the RevUP ONLINE! And fill in their information and mail to Fred Hohwart, ROAR Administrator. (address below) **DEADLINE FOR NOMINATIONS IS SEPTEMBER 15, 2006.** Any nominations after that date will not be accepted. Nominees for region director must be nominated by a member within their region and have current ROAR membership in good standing. Nominees for president must have ROAR membership in good standing for the period of one year and must have held either a position as a region director, class committee member or Executive Committee member for at least one year. All requirements will be verified prior to ballot publication. These positions are on a volunteer basis and are very time consuming. Candidates may self nominate. ROAR will contact each nominee to verify willingness to serve.

(mail to: ROAR Administrator, 30262 Crown Valley Pkwy #B454, Laguna Niguel, CA 92677)

ROAR President Nomination Form

Nominated by: _____ ROAR #: _____

NOMINEE FOR ROAR PRESIDENT: _____

Nominee's ROAR Number: _____ Expiration Date: _____ Office held for one year: _____

Nominee's Address: _____ City _____ State _____ Zip _____

Nominee's Phone: Home: _____ Mobile: _____ Work: _____

Background/Qualifications: _____

ROAR Region 2, 4, 6, 8, 10, 12 Director Nomination Form

Nominated by: _____ ROAR #: _____

NOMINEE FOR Even Numbered Region Director: _____ Nominating for region: _____

Nominee's ROAR Number: _____ Expiration Date: _____

Nominee's Address: _____ City _____ State _____ Zip _____

Nominee's Phone: Home: _____ Mobile: _____ Work: _____

Background/Qualifications: _____



word has gotten out because we now have even more sites putting in bids for the Nationals than ever before.

WHOA!

That last article in the previous Revup concerning combining similar National events got a lot of attention. Apparently the **On Road Fuel Committee** felt that there are not that many entrants that race both events and hence the travel and time cost savings of a combined Nats would not be significant enough to justify combining the events. Since we have plenty of bidding venues, it should not be a problem to continue these as separate events for 2007 and 2008. We'll just review it again in the future and see what transpires.

SANCTIONING.

Be sure to read Kenny Bergschultz's article on sanctioning. Yes, a new level 4 has been added to give our multi-regional races their own level of sanctioning. This should give these races the respect they deserve. If the race is a multi-regional, international invitational, etc it will get the higher status of Level 4 sanction. Combined with all of this will be scheduling requirements that will reduce scheduling conflicts within a sanction level. This could set the stage for a points system at given sanction levels. Who knows? Another positive change is the ROAR official requirement at levels 3 and 4. The volunteer official and/or the race directors WILL be able to participate or race but they must have a co-official or co-director who is in officiating while one or the other is racing. Our Level 5

National Championships will still retain the non-race requirement but the Race Management Teams will manage most of those so this should not be an issue. This is important stuff. Find out about it!

VACANCY.

The Competition Director's position is open. This position was vacated when David Lee took over the Technical Director position. It has been simplified with the advent of the Race Management Team system and requires four weekends per year of reimbursed time for ExCom meetings and Nats officiating. If you're interested and have some good background in race organization please contact us by email, MTQROAR@aol.com.

LOCAL FORMATS.

A great many ROAR members have stopped me at races wanting to know what ROAR can do to improve the local racing scene. We've solicited different ideas and have found that there is no one, single idea that could make a drastic improvement but a collection of ideas that will ultimately make a difference. It's planned that the ROAR website will be utilized to enable some of these improvements, the first of which will be establishing a group of race formats from which the Local clubs can select and use in their local races. With these the clubs will be able to decide the lengths of the practice sessions, qualifiers, mains, and lunch breaks and be able to know how much time to allot, ahead of time. With these standardized one-day schedules the entrants will also know what to expect instead of

being surprised at each event. Be watching the 'News' section when these will be available.

ELECTIONS.

Even-numbered regions and the Presidency are up for grabs this fall. Now is the time to nominate. Be sure to check out your nominee to see if that person will be able to do the job. The Region Directors are being relied on more and more. Kenny B., as the point of contact, has been communicating with the RD's to get more input. But the RD has to be available. Make sure your nominee can make the time to better the racing in your region!

Regarding the Presidency, please make sure your nominee is sincere and will make and take the necessary time to do this job. I was elected as the Vice-President four times and inherited the Presidency last December following our previous President's resignation. Since then a lot has been accomplished and the ongoing involvement of many members regarding Organizational improvement has been overwhelming.

Just to name a few:

- **Better communication** has been established with the members and affiliates alike. With the website being updated in a more timely fashion it is steadily moving in the direction of becoming the focal point for competitive R/C racing information.

- **Our Manufacturing Affiliates listing has increased** substantially demonstrating confidence in the organization's leadership and direction.

- **Revup OnLine! has become an easily accessible** document with much-improved graphics and layout.

RMT - 1/10 ON-ROAD FUEL NATS

Wow! What a success!

ROAR's first shot out of the box in managing the Nationals exceeded all expectations. ROAR's Race Management Team of Jim Rice (Race Director), James Reese (Announcer), Greg Nelson (Tech Referee), and Doug Hay (Scorekeeper) did an outstanding job of running a fair race and keeping the program on schedule. It was extremely gratifying to hear the compliments from the entrants. Thanks also go to Barry Baker for announcing the final and giving James a break. And what a final it turned out to be. LiveRC broadcasted the audio and the race results as they were happening and participants said that it was almost like being there! Chris Tosolini was able to win the one-hour Touring Car final without a tire change over Darin Ishitani and the hard-charging Mike Swauger. Josh Cyru added ROAR championship #30 to his belt in the Open class. Be sure to check out this race report elsewhere in this issue.

With this event we now have a good baseline for nationals' management. Members from the 2006 team will now be teamed up with others to form additional teams to manage next years' seven events that should be just as consistent and outstanding. Additional live broadcasts are being scheduled as well! And it looks like the

-Establishing a system for Race Management of our prestigious Nationals was a massive undertaking. Writing procedures, job descriptions, reviewing qualified personnel from different geographic areas, and the coordination required by all of this was a daunting task. Financing this and creating that delicate balance between the organization and the race hosts was also a challenge but a challenge completed nonetheless. And now, ROAR prepares to manage seven of its National events in 2007.

All of this has taken a lot of work. Not everyone can spare that kind of time, and we are not talking a few hours here, but days and weeks of time. It is something to be seriously considered, not just a wishful ego-satisfying desire but also a JOB, a non-paying, thankless job that is fueled by a passion to improve.

And there is still more to be done.

These projects were started with the intent to finish them out. The President is the person who steers the ship. He doesn't power it; he guides it with a plan. If that ship has a plan, it arrives at its destination. If not, it runs around aimlessly. ROAR's plans are in place and with the membership's confidence, I will continue to lead it to that destination and perhaps others we know not yet. But that is the responsibility of a leader and if you agree with this philosophy then be sure to show that with your vote and I will continue guiding the ship we call ROAR, powered by your demonstrated confidence.

Yours in 32 years of ROAR membership, Mike Q

Race Management Team



ROAR's first Race Management Team at the 2006 On Road Fuel Nationals held at Crystal Park Raceway in mid June. **From left to right: James Reese - Announcer, Jim Rice - Race Director, Dawn Sanchez, ROAR Vice President - Radio Impound, Mike Queller, ROAR President - Designated ROAR Official, Greg Nelson - Technical Inspection and Doug Hay - Scorekeeper.** Thank you Crystal Park and James Reese for a hugely successful first RMT event!

Open A Main - Fuel Sedan Nationals



Sedan A Main - Fuel Sedan Nationals





not function without the region directors and every ounce of appreciation should be spent on them.

Our president needs to be someone who is not only familiar with the rules but the intent and the spirit of the rules. The last thing ROAR needs is to fall into a routine of not remembering where we came from and how much we have grown and changed through the years. Only a true ROAR historian can fill this position sufficiently, in my opinion. It takes time and if you don't have it, you really can't do this job.

The RevUP ONLINE! Has been available since the beginning of the year and we are receiving more and more compliments regarding the format and the ease of download. We did receive a complaint regarding a photo in a region directors column and we regret what this member felt was inappropriate. This photo has been deleted. The newsletter is always seeking for more and more photos, articles and items that YOU, the member, would like to see. Sure, it's popular to state you don't read RevUP ONLINE!

But our download calculations are showing higher and higher responses with each issue. To receive a notification that the new issue is available, simply go to www.roarracing.com/revup.php and sign up at the top right side of the screen. Our webmaster, Corey Cochran, will ensure you receive notification when its time.

Also, when you have some time, check out the website. Its changing pretty much daily with the hard work of Corey and our Promotions Director, Adrian Martinez. Of course, suggestions are always welcome!

Well, summer is almost over, which means our national season has almost completed. What a successful year this has been. The first Race Management Team event was held at Crystal Park in June and we used the ladder system to do the mains and what a great program for efficiency. ROAR will begin using this system at events where there is only one class or its difficult to allow bump ups and give the racer enough time. Look for

the rule changes in the 2007 rule book. As always, ROAR rules are flowing and constantly changing as the technology in RC racing changes and the needs of the membership changes. If you are interested in participating more, contact a class committee chairperson to see if there is an opening on the committee. Fresh minds are always welcome. One last item, please, please, be sure you read the report submitted by Kenny Bergschultz in this issue. ROAR will be changing the sanctioned event classifications due to the ever changing type of events being held. Level 5 is being added and Kenny explains things very well. The region directors specifically will be receiving notification from Kenny regarding these changes. Also, please watch for the nationals venue selections in the next issue. The 2007 national events will be announced.

Yours in ROAR - Dawn

Greetings ROAR Members! The time has come to nominate the person you feel would best represent not only your region but represent all 6,000 of us in ROAR as the president. Region Directors have a thankless job and volunteer more of their time than they are led to believe in this organization. In addition to communicating with all the ROAR tracks in the region they have the harrowing task of arranging sanctioned events for all classes recognized in the rule book. With communication with our Track Director, Kenny Bergschultz, they then get to follow the progress of organization of that event, attend it or send a representative and ensure a race report is sent to the editor of RevUP ONLINE! ROAR could

David Lee, Technical Director

Editors Note: David Lee has accepted the position of Technical Director. The following is his last report as the Competition Director for ROAR.



One part of these events that becomes an important metric to identify success is technical inspection of the cars.

Art Davenport was the leader of the technical inspection of the two electric national events held at Stockton and Roseville, California. He used the equipment provided by ROAR to inspect the touring cars, and all reports to me indicate the drivers were very happy with this aspect of those events.

The ROAR Race Management Team conducted the fuel event at Compton, California, and there are glowing reports for that event as well. They also used inspection equipment owned by ROAR for the fuel touring cars.

ROAR National Championship Events for both fuel and electric touring car have been held for 2006 and both turned out to be very good races. The competition was keen and the drivers were pretty much very happy with the events.

There is one common theme for these events that the equipment to inspect the cars is the property of ROAR. We currently own measurement jigs for both the 190mm cars and the 200mm cars. The inspector can measure virtually every important feature on the cars that come from the ROAR rulebook. The process is pretty easy and consistent from car to car.

There is one man responsible for the technical inspection jigs that ROAR owns, Rick Davis of Fraser, Michigan. Rick has been a devoted supporter of ROAR, its principles and rules. He also is a former ROAR National Champion, winning in 1979, 1981 and 1982 in three different disciplines. Rick's current activity is the chief designer for Empire Racing, making him an excellent choice to engineer an inspection platform to

measure the things that this inspection equipment efficiently does. ROAR is deeply indebted to Rick from donating his time and the jigs to ROAR for use at our national events. Thanks Rick, for a job well done.

measurement jigs for both the 190mm cars and the 200mm cars. The inspector can measure virtually every important feature on the cars that come from the ROAR rulebook



ROAR Announces New Sanction Race Format and DRO Requirements

The number of race events sanctioned by ROAR has remained constant over the past several years, however with the increasing number of large “national” style events, it was becoming increasingly harder to call these events a regional race or a former Level 3 race versus designating it the same level as a ROAR national event. Added to conflict was the implied requirement for designated ROAR official (DRO) for all sanctioned events.

To date ROAR has managed a 4 tier system for sanctioning races which has for the most part served well. The levels were:

Level 1: Club/track races. These races were for weekly race events managed by a ROAR affiliated track/club. These clubs require a ROAR membership for all those participating and the DRO activities were managed by the track owner or race director. These types of events are automatically sanctioned by ROAR.

Level 2: State Championships and Series Races. These races typically include large races for a single championship in State or through a series of races not necessarily limited with in State borders. In order to participate in the event, all participants are required to be ROAR members. The DRO was again typically the race director, series director, or equivalent. This race must have completed ROAR Sanction Form approved by the host Region Director and final approval from the ROAR Track Director.

Level 3: Regionals and “Super” Regionals. These races are hosted to crown a champion with in a designated geographic area defined by ROAR determined region boundaries. Previously announced, any member from with in the host region or members from an adjacent region (defined as a region sharing the same geographic border as the host region) may participate with Region Director approval. Therefore as an example, a driver in Region 8 could partici-

pate in a Region 5 regional race. The only disqualifier for this opportunity is that any driver winning a regional championship can not race the same class of which they have won the championship in another region for one year. As with previous levels, racers must be ROAR members (only at this level is a single event membership is valid). A DRO is required for this event and must be separate in duties from the race director. This race must have completed ROAR Sanction Form approved by the host Region Director and final approval from the ROAR Track Director.

Level 4: ROAR National Championships. This level has traditionally been defined as only ROAR National events of which one could qualify for possible consideration to IFMAR world championships if applicable. These races are reviewed for award by committee with final award with ROAR ExComm approval.

Effective immediately, this system has been changed for level designations as well as the requirements of the VRO. The VRO (Volunteer ROAR Official, formerly the DRO) is the new term that will be applied to those individuals that assist in the enforcement of ROAR rules and policies as a ROAR official at Level 2 through Level 4 races.

All races from Level 2 now through revised Level 4 will still require ROAR Sanction Form completion and approval through your host Region Director and the ROAR Track Director.

New Classifications

The new ROAR race sanctioning structure follows:

Level 1: Club/track races. This level will remain unchanged

Level 2: State Championships and Series Races. This level will remain unchanged except for the VRO responsibility defined below.

Level 3: Regionals and “Super” Regionals. This level will remain unchanged except for the VRO responsibility defined below.

Level 4: Open National Races. These are not the same as a ROAR National Championship race, but instead are large major races that attract a national base of drivers and are not just limited to region attendance. Very good examples of races that will be required to be in the classification are and not limited to: The Texas Biggie, The Silver State Nitro Challenge (Las Vegas), the East Coast Nitro Championship, the Great Lakes Challenge, etc. This race will be required to follow the same rules and procedures as a ROAR National Championship with rule deviations highly scrutinized and minimized. A VRO will be required as discussed further below. This race will required a completed ROAR Sanction Form approved by the host Region Director and final approval from the ROAR Track Director.

Level 5: ROAR National Championships. These races will be the familiar ROAR national races as previously defined as Level 4 events.

Now the hot topic of VROs. The VRO is a key component to any race event as that individual is responsible for the interpretation and implementation of the ROAR rules and any rule deviations approved on the ROAR Sanction Form. The firm interpretation of this position was this individual was not to compete in the event as this is viewed as a possible conflict. However, region directors past and present (including me....) have often turned a blind-eye to this requirement and pursued the benefit of the race event by allowing the VRO to race. I often raced as the VRO at Level 3 events, but only after an announcement and concurrence during the driver’s meeting.

Acknowledging that the best persons as the VRO, are often the best racers

that want to participate in the event. Therefore, to strongly enforce this requirement, VROs were becoming limited as well as the population to pick fluent respected individuals. Effective immediately for all Level 2, Level 3, and Level 4 events, a VRO is still required with this person being, if possible but not required, separate from the race director. The VRO for these events MAY RACE only if a second VRO is also provided, listed, and approved by the ROAR Track Director. With the system of 2 VROs, both may participate and both would be best suited to be different classes (scale or chassis) as to avoid additional conflicts.

Level 5 races will continue to have designated race officials but these individuals will be identified as NROs (Nationals ROAR Official) and designated by the ROAR ExComm.

All VROs and NROs must be in good standing with ROAR, must be a registered member of ROAR at the time of the ROAR Sanction Form submittal, and a full member during the race event itself.

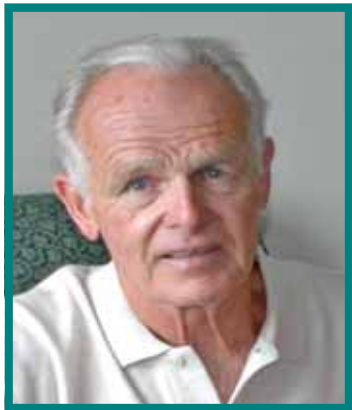
Why sanction form?

Lastly....why a ROAR Sanction Form? These forms are required for several reasons of which include:

- ~ An unsanctioned race is not a ROAR insured race even though it is advertised as a ROAR event;
- ~ Provides a means tracking all races at state, region, and national level;
- ~ Provides consistency in rule interpretation, class designations, and implementation and rule deviation requests;
- ~ Provides a means of measuring ROAR Region Director involvement, monitoring of regional activities, and;
- ~ Requires accountability of the host (track, club, race director, or event manager) for all financial requirements as advertised on the race entry form to the paid participants, manufacturers, as well as to ROAR.

A revised ROAR Sanction Form will follow shortly on the website and through the annual packets to affiliate tracks. Thank you for your continued support of ROAR.

www.roarracing.org included in the December-January issue of RevUp.



We continue to send out renewal notices to remind you when your membership is expiring. These are timed to arrive about 2 weeks before your membership is due. The mailing label shows your ROAR number as well as membership expiration date. Send your renewal in directly to ROAR as soon as you get the reminder and you won't have any problem maintaining continuous membership. Waiting to sign up at the next race can often delay your membership 60 to 90 days, an inconvenience if you want to race elsewhere again after that race.

Although memberships have shown a dip, ROAR Club affiliations continue adding new tracks and our financial condition continues strong as re-

flected by the financial data included in this RevUp.

The financial data reflects the effects of the shift from paper printing to RevUp Online, as well as the implementation for the first time of the 1/10 Fuel On-Road Nationals run entirely, and successfully, by the ROAR Race Management Team at Crystal Park Raceway in California. This concept will be expanded to other Nationals next year to implement the Executive Committee goal of always providing consistent, reliable, and high quality Nationals races for our membership.

Nomination forms are included in this issue for President and even numbered Region Directors to serve 2 years starting in January. A change to the ROAR By-Laws approved in October

2004 includes the following requirements for eligibility for the office of President or Vice President: *"The President and Vice President must have been a member in good standing for a year prior to election. Each must have had at least one year experience in one of the following prior to being nominated for office: Region Director, Class Committee Member, Executive Committee Member."*

If you want to nominate someone for one of the open positions, make sure they agree to accept and are willing to devote the necessary time and effort to the job. The nominees will appear on the ballot included in the October-November election issue of RevUp and the results of the election will appear on our website

ROAR Income and Expense Analysis 6 MONTHS 2006

REVENUE	
Membership Fees	\$ 83,057
Nationals Fees	\$ 2,790
Nationals Deposits	\$ 4,800
Nationals RMT Entries	\$ 11,525
Worlds Entry Fees	\$ 12,745
Bank Acct. Interest	\$ 1,225
Product Approvals	\$ 350
Less: Refunds & Returned Checks	<u>\$ (1,296)</u>
TOTAL REVENUE	\$ 115,196
EXPENSES	
Administrator	\$ 15,000
Region Dir. Expenses	\$ 3,682
Travel Expense	\$ 6,488
Worlds Expenses	\$ 8,926
Insurance	\$ 31,191
Legal & Accounting	\$ 1,500
Nationals RMT Expense	\$ 15,914
Office Expenses	\$ 12,442
Postage & Mailing	\$ 6,513
Rev-Up OnLine	\$ 1,700
Telephone & FAX	\$ 496
Website	\$ 820
Promotions - Expenses	<u>\$ 240</u>
TOTAL EXPENSES	\$ 104,912
 YEAR TO DATE OPERATIONS - NET	 \$ 10,284
 FUNDS AVAILABLE JANUARY 1, 2006	 \$ 148,677
CURRENT YEAR OPERATIONS - NET	\$ 10,284
FUNDS AVAILABLE JULY 1, 2006	\$ 158,961



All of these locations pull racing out of the lime light and hide it away from the general public.

Here is an example:

I got started in racing due to the Nitro Winter Nationals in Ft. Myers, FL. One day I was driving past the local mall. I saw the race and I stopped to have a look. I am sure over the years that this race was held in the mall parking lot it attracted hundreds of potential racers just because they happened to be driving by and stopped to check it out. For the last twenty years or so the Nitro Winter Nationals have been held at a permanent track located at the back corner of the county civic center's parking lot. It is a super nice facility and the racing is way better than it was at the mall parking lot but how many new racers are they attracting... maybe a few per year by would of mouth?

Here is another:

My local track started out as a parking lot race program at a local mall. The hobby shop that started the racing would triple their normal daily sales on race days. We would see new faces every weekend. Sixty to eighty entry race days were the norm. Unfortunately, the mall was closed and torn down. The owner of the hobby shop found a patch of asphalt a few miles away behind two warehouses. He paid to have it repaved and setup a great permanent track. At first the entries stayed the same but now three years later we are really lucky if we have 35 entries. Sales in the track side hobby shop fell by 90%. What happened? There was no exposure for the new track. No one could see the track as it was behind

two warehouses so they never had new potential racers stopping to have a look. It was hard to find even if you had directions!

By now you are wondering where I am going with all of this. Racing has been on a subtle but consistent decline over the last few years. There are many reasons for this that I will discuss over the next few months but one of the big causes of the decline has to do with my first point. It is hard for people to find out about R/C racing.

We need to put racing right back in people's faces again. I do not propose we abandon permanent tracks but I do think it would be highly beneficial to put on races in high traffic areas like malls or adjacent to heavily traveled roads a few times per year in order to gain exposure for R/C racing. If you really want to promote our hobby, talk to your local hobby shops, clubs and tracks and set the gears in motion. This makes sense for everyone. Hobby shops will increase their sales, clubs get new members and the permanent tracks will get more new racers. It's a win for all parties involved.

Keep the rubber side down!

How did you get to know about racing and R/C cars? If you were like me you were driving along one day and saw some sort of event going on in a parking lot. Your curiosity made you stop and have a look.

How did you get to know about racing and R/C cars? If you were like me you were driving along one day and saw some sort of event going on in a parking lot. Your curiosity made you stop and have a look. Then it was all over for you...you were hooked! The cars whizzing around the track, the speed, the gadgets and the smiles on the faces of the participants made you want to get involved. This is what most of the "Old School" guys will answer. Younger racers will say they picked up a magazine, went to a hobby shop and started backyard bashing. A small percentage of these guys would eventually start looking for something more than just bashing. Some find a local track check it out and start racing. What is important about noting these differences? The different entry experiences show a lot about how our hobby has changed in sophistication and how much harder it is for people to find out about R/C racing.

Why has this happened? As racers we want to better our overall racing experience. We want to go faster and we want really nice places to race. This leads to permanent tracks. Unfortunately, property costs are high for the amount of space we need. In order to get enough room at a reasonable price tracks are built in obscure, rural or economically depressed areas.

SpeedWorld started it off on Tuesday with an early check program from 3:00 p.m. - 6:00 p.m. This helped the racers that showed up early to check in and receive their product and also helped the racers that could not make it in early a chance to check in quicker on Wednesday to receive their product and get on the track. It was a perfect but typical Northern

help to get started the drivers to get use to the track and make some quick changes before starting their qualify practice rounds that were starting at 12:15p.m. They were going to run 2 practice qualifying heats that was set up for the drivers to run with the racers they were going to run with in their racing heats.

Thursday started with heat #1 control practice @ 9:00 a.m. with 2 rounds of heat racing practice @ 5 minutes. After the 2 round was finished, open practice again started @ 4:00p.m. - 6:00p.m with 10 drivers and 3 minutes to practice sessions.

Well, it is finally here Friday morning and it is time to start the 2006 On-Road National championships.

SpeedWorld started it with the National Anthem song by a 12 year young lady Jordon Hardy that had a beautiful voice that rock the race facility. The races got started at 10:00 a.m. with 2 rounds and the resort at the end of the day for Saturday

in the 3rd. The mains got started with Tom Esposito winning the first two mains to win his third Master National Championship. Tom defiantly did not do it with horse power, for some reason his car had to be the

Francis in the 2nd spot and Paul Lemieux in the 3rd overall standing in the AAA mains.

Billy Easton your 2006 19T On-Road National Champion



STOCK TOURING it was Jeff Brown that was on top after the first round putting down a 20/5:13 followed by Andrew Ellis in the 2nd spot and Michael Bruce in the 3rd. The second round came around and Alex Siemantel

California weather in June around 89 to 92 degrees all week, but it did seem warmer at times. There were 205 entries for this event. The facility is what we expected from the owner the Billy and Tracy Bowerman family that opened it in 1999. They spent a

lot time re-building and painting the whole entire facility and pit tables were suburb and almost rebuilt for the Nationals for the drivers to have extra room to set-up their racing gear on. The facility is definitely one of the top notch facilities in the county. The track layout was awesome, if not it was a



perfect layout for the National event. There was a hobby shop on site with everything you can think of along with Speed Star Café with the best tri-tip sandwiches around. They went through in 4 days of tri-tip alone, 110lbs of meat and plenty of other foods that they had on the their menu.. It was almost better than the racing.

Opening practice on Wednesday morning from 8:00am - 12:00 noon, 4 hour of open practice with 10 drivers and 3 minutes practice sessions. This

final qualifying.

MASTER TOURING was the first on the track and your 2006 Carpet National Champion Tom Esposito started it off was he left off on point with a 19/5:12 with Jim Rose in the 2nd spot and Charlie Ferrari the 3rd spot after the first round. The second round started again Tom Esposito leading the way with Javier Arroyo in the 2nd spot and Jim Rose in the third. The final qualifying went to Tom Esposito in #1 spot followed by Javier Arroyo in the 2nd and Jim Rose

slowest car down that straightway. Javier Arroyo finished in a strong 2nd spot and Charlie Ferrari comes from mid pack to finish in the 3rd spot overall in the finals.

Tom Esposito your 2006 Master On-Road National Champion

19T TOURING The local boy and almost RETIRED from r/c car racing Matt Francis setting the pace in with a 21/5:08



followed by Paul Lemieux in 2nd spot and if not the quickest all week in the 3rd spot Billy Easton. The second round started with Billy Easton setting the fastest time of round 2 followed by Matt Francis in the 2nd spot and Josh Newman in the 3rd spot. Final qualifying was Billy Easton in the 1st spot then Paul Lemieux in the 2nd spot and Matt Francis in the 3rd spot. Easton goes to Win the 19T National Championship and Matt

finishing with the fast time followed by Juan Aveytia in the 2nd and Jeff Brown qualifying in the 3rd spot. The final day of qualifying ended up with Jeff Brown in the #1 spot and Travis Schreven coming from way in the

back of the qualifying pack from the first two

rounds and qualifying 2nd with Juan Aveytia in the 3rd spot. It was Travis Schreven winning the 1st and the 3rd AAA main also with the fastest laps in the triple A mains followed by Greg Xavier in the 2nd spot and Jeff Brown your TQ in the 3rd spot.

Travis Schreven your 2006 Stock Touring On-Road National Champion

12th SCALE MOD Chris Tosolini in front of the pack starting it off in the top spot with a 36/8:05 Mike Lafaso in the 2nd spot and always fast Jon Orr in the 3rd. The second round came and it all Jon Orr setting the pace with Kevin Jelich in the second spot and Toso in the 3rd. Chris Tosolini was the quick man all week but Jon Orr was right there waiting to make the move for the qualifying spot but it never happened, Blackstock struggled pretty much through the week which you hardly ever see and Lafaso was in the hunt for at least a top spot in one of the

second round came it was the man that stayed quite all weekend taking the second spot and running smooth in the rest of the qualifiers Shad Galante and Jim Rose in the third. At the end of qualifying it was the top three mentioned above Bruce, Galante and Rose. The finals came and it was Shad Galante winning the 1st and the 3rd triple A mains and Michael Bruce winning the 2nd main and E.J. Evans finishing in the 3rd spot. When it all boiled down it was really the Bruce and Galante show. These guys were

own race setting the qualifying pace and the only driver to go 33 laps in qualifying. Jeff was pretty tired of being the fast man all week so he decided to win the first two A mains and set down for the third and watch. It was Galante and Evans going at it for the 2nd and 3rd spot. It was Galante winning the 3rd A main and finishing 2nd in the other. E.J. Evans was right

The Nationals are over and I feel that it went very smooth as expected. Had a few computer problems and electrical problems that set us back about 2 1/2 hours all week, not bad at all. The races were close and some close calls that had to be made, but the racing was nearly perfect all week. I would like to say my



there finishing 2nd in the other mains. It was Brown, Galante and Evans.
Jeff Brown your 2006 12th Stock Scale On-Road National Champion

Touring Car Mod

The man that was just down right the fastest and smoothest was Billy Easton, from practice to race Billy Easton was just a little better than everyone else. Rick Hohwart never seems to amaze anyone on how quick he is setting the pace in the top spot in the 3rd and 4th round and Billy Easton setting the top spot in the 1st and 2nd round. Hara struggled a little all week but still qualifying in the 3 spot but, Hara keep working and building cars to do better. It was

special thanks to all the guys and gals from SpeedWorld that help us out throughout the week and SPECIAL thanks to Javier Arroyo, Scott Barnes and Jerry Davis for their dedicated work for 6 months to host this event. It would not have been possible to host this event at all without their help. (They did it all). Also thank every racer for coming to this event and SpeedWorld Raceway and respecting the rules and the facility as much as you could. You all made this another memorable race at



rounds and it finally happened in the 4th round. The main events came and it was Tosolini running about 40 feet in front of the pack and Blackstock and Jon Orr ran Toso down Toso and Blackstock battled for 6 or 7 laps and then Jon Orr made the move to win

untouchable through out the week also.
Shad Galante your 2006 19t 12th Scale On-Road National Champion

12th Scale Stock Jeff Brown stating the week in practice very fast and

Easton, Hohwart and Hara in the top 3 qualifying spots. The mains are here and it was going to be a good one Easton was running out front with Hohwart and Hara following close behind. It was so close to call who was going to win these races, But Hara went on the win the first two triple A mains and Easton finishing 2nd and winning the 3rd main. It was a good battle who was going to finish 3rd Newman or Hohwart, but it came to the experience one Rick Hohwart finish 3rd overall.

SpeedWorld and we will not forget it or you guys.

the first triple A main with Blackstock in the 2nd spot and Tosolini in the 3rd. The second A main it was all the man Jon Orr winning the first two A main Kevin Jelich in the 2nd spot and Jeff Dayger in the third.

Jon Orr your 2006 Stock 12th Scale Mod On-Road National Champion

12th SCALE 19T It was Michael Bruce that dominated the field in the class, setting the top spot in every qualifying round with Jim Rose in the 2nd spot and Jim Walls in the 3rd. The

stayed the spot of all of qualifying. Brown set the pace with a 32/8:01. There were only 4 racers in the 32 lap bracket in qualifying all week. Carl Hyndman qualified in the 2nd and Larry Stevens in the 3rd spot. Shad Galante finally was seen in the 2,3 and 4th round qualifying in the 2nd spot. But it was Jeff Brown in his



Layin' it down in good ole Compton!

Words by Collin Cocores, Hi-Torque's RC Car Magazine

Pics by Sean Sanchez



Intro

It's that time of the year again, the time that all of the best nitro on-road racers in the U.S. gather round to see comes out victorious amongst all. This year, the ROAR on-road fuel nationals were held at the lovely Crystal Park track in Compton, California. The permanent track is located in the deep in the parking lot of the Crystal Park Hotel and Casino, with plenty of parking, and a fresh track with metal railings, curbs, and painted islands. With just about every manufacturer being represented, the racing this year shaped up to be as fierce as ever.

Mains

This event utilized the ladder type system of running the mains, which meant that the D-main qualifiers and below were treated normally, and the top eight qualifiers made the A. This is where it differentiated from the norm, the even top ten B-main qualifiers ended up in the even semi finals, and the odds in the odd semi's, the same went for the even and odd C-main, or quarter final

qualifiers who were also placed accordingly. Running the program like this makes for a

total of twenty "B-main" qualifiers, and twenty "C-main" qualifiers, giving everyone a much better chance at bumping up, and also preventing people from running back to back.

Outlaw

With a total of fewer than 20 entrants for the Open class, the B-main was run and the

top two out of the six were bumped to the A-main final. At the start of the main, the multiple time world champ Josh Cyrul and TQ were in the second spot, with Walter Diaz taking hold of the number one spot. Diaz and Cyrul battled it out for the first five or so laps, before Cyrul made his move, and took over the one spot. Once Josh had in feet in 1st place spot, he never looked back, except when he was putting a lap on the entire field.

battles were around the six and seven spots, and the eight and nine spots. Which were Garen and Brian battling for the 6th place spot which came down to the very last part of the race, much like the 8th place fight between Casey and Brian. At the end of the race, no two racers were closer than two laps apart, and Cyrul had 3 laps on second

place, and 16 laps on third place, now that's the way you strut your 30th national win, congrats Josh!

Round- ing out the rest of the podium was Walter Diaz bringing home second, and Joel Figs taking the bronze, way to go guys!

Touring

The start of the 200mm race allowed for TQ Mike Swauger to take the lead, and drop fast lap after fast lap. Swauger allowed for minimal 1st place action, leaving it to the rest of the pack as he just pulled away from everyone. Between pits, there were various battles and position changes from Toso, Paolo, and Cyrul. However, just when you think everything is all gravy, things went south around the 15-minute mark. Being about two and a half laps ahead, Mike decided to do a full tire change. The aftermath of the pit was a 2 lap deficit from the top two. His pit allowed Chris to move up to the 1st spot, and 8th qualifier Darin Ishi-



About 10 laps in, he had lapped more than 75% of the field, showing why he was on his way to his 30th national title. As Cyrul was pulling away from the field, so was Diaz; had second and didn't look back at any time. The rest of the race was also very spread out, all the way down to 5th place which all had a fair share of laps on everyone. The closest

tani bump to the number two spot. As Swauger was on the move, he was lay-

ing down some of the fastest lap times; luck was not on his side. After having his car stall out numerous times after pit stops, he lost second gear. After an excellent job from his mechanic, he was back on the track again, but the only problem was that there was about 10 minutes left in the race, with almost 3 laps to make up on Toso and Ishitani. At this time, most of the pack was spread out, the top two were on the same lap, with third about 2 laps down, and fourth another couple laps down. 1st and 2nd duked it out for quite a while, and forced pit stops to play a major role in the outcome of the race, they also showed that the time needed to swap out tires was not worth the performance gain by running the new kicks. As the time wound down, it was Toso who managed to get about a half a lap lead on 2nd place Ishitani, and Mike unfortunately had to settle for third, a couple laps short, even though his lap times showed that he was a man on a mission, and would have put up a very good fight for the win.

Post Race Wrap-up

After a sun baking four days in the Compton heat that peaked out at about 97° on Friday, racing had come to an end, and two new winners were crowned. Chris showed people yet again that he is a driving machine, with just about any vehicle placed in his hands, and Josh hit thirty, thirty national titles that is. ROAR and the crew also made sure that everything was running smoothly and cleanly, which they did very well by keeping things on par with the rulebook. Congratulations to the new ROAR champs, and we look forward to watching you wear your title proud, and even go for repeats next year. **Editors Note:** Thank you to Collin Cocores and RC Car Magazine for this personal coverage exclusively for RevUP ONLINE!

Words by: Collin Cocores, Hi Torque's RC Car Magazine

Results from the 2006 ROAR Off Road Fuel Buggy Nationals

This year's 1/8-scale buggy nats was held at the one of the very premiere track in the states; The Farm 2. The farm has incredible dirt, a huge track, and a very fun, yet difficult layout that provides a challenge for everyone in attendance, especially when combined with the flawlessness of ROAR running the show.

Qualifying started on Friday, running two rounds then, and an additional two on Saturday, making a grand total of four, and adding up you two lowest scores. At the end of the day on Friday, it was all about Travis Amezcua, TQ'ing both rounds with his brand new Losi 8ight buggy, just ahead such drivers as Drake, Bradley, Tebo, and Pavidis. Saturday was déjà vu for Amezcua, TQ'ing those two rounds again! Congrats to Travis for being the first person in ROAR history to TQ every round of a four-qualifier format, this one will go down in the history books!

After a crazy thunderstorm on Saturday night, and some very intense track maintenance by The Farm crew, it was racing time on Sunday, a couple hours behind schedule, but definitely worth the wait! The race started with Travis, Hughes, and Bradley. Around the ten-minute mark Travis was a lap down due to a fuel issue, following that, Hughes was out due to a receiver malfunction, and after that Chad was out after his wheel came off. This handed the race to Maifield, who drove a super clean race the whole time. Taylor pulled away in the very end for the second spot, and Pavidis finished in third, over Drake by less than a second.



Thank you Neo-Buggy.net for the use of this photo.

7/27/06 Upcoming Paved Oval Nationals Info

Questions raised by competitors regarding the legality of the Protoform 1223 body have been settled. Protoform has submitted a body which has the part number molded into the appropriate area. Many of the racers have unfortunately already purchased previous versions which do not have the required number addition. In the interest of fairness and since these bodies have been in use at the Nats for the past three years, the racers should not and will not be penalized. The unnumbered 1223 body will be allowed for this race only but no other ROAR National events in the future.

07/25/06 2005 Open Nats Action Settled.

The issues surrounding the trophy situation of the 2005 ROAR 1/8 Fuel Nationals have been resolved. As a result, all 36 members that were affected will receive a one year extension to their

memberships. New cards will be issued and the Administrator's master list will be updated. All suspensions have been lifted and the track and its proprietors can resume normal racing activities. Let's get back to racing!

07/18/06 ROAR Tech Director Named.

David Lee has been asked and has accepted his new

position as ROAR Tech Director, replacing Bob Ingersoll who tendered his resignation last month. ROAR wishes again to thank Bob for his years of service and hopes that when time dictates he may return again to offer his help. Thanks Bob!

David has been serving ROAR for some time as the Competition Director and will continue in that capacity until a suitable replacement is named. This position mostly involves nationals bid submittals, supporting nats site locations, and rules support. Also included are reviews of competition deviations, race flyers, and race host checklists. A CD must have the time to officiate 1-2 national events and attend two weekend

meetings per year.

Members wishing to contribute to ROAR as the Competition Director should submit one page resumes to mtgroar@aol.com.

07/10/06 Monster Truck Wings

Rule 9.4.4.10 has been corrected with removal of the entire last sentence. The reference to the wing not extending above the roofline was published in error. This change is effective immediately and will be included in the 2007 rulebook.



Officiaries

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Region 1

There are several Regional races still available for 2006: fuel on road, paved electric on road and paved oval. If you are interested in these events please contact. Additionally, it is time to start to put together the 2007 schedule. If you are interested in next years events, please contact me to discuss the details and requirements.

The elections for ROAR President will be held this fall. I believe this coming election will have some very interesting candidates with some very interesting ideas backed by plans of action. ROAR needs a plan of action. Hopefully we will see it this fall.

Region 1 Director

[Chris Raffaelli](#)



About Ace's



Lakes Region R/C Speedway

Editors Note: The above banners for some of the region 1 tracks were taken from web links listed on the ROAR website. We hope you will look into the shops and tracks listed at www.roarracing.com/region1.php

Region 2

2006 Region 2 Fuel Sedan

Championships

Submitted by Bob VanWagner

301 Raceway in Brandywine, Maryland was the site for this year's regional championship, and racers who made the trip from as far as NY/NJ and Georgia were treated to perfect weather and extremely grippy track conditions.

Of the 42 racers who vied for one of the 10 secured A-Main positions (there were 2 bump up spots for 1st and 2nd place in each of the lower Mains) it looked like Mark Unrath had pole position wrapped up with Shawn Davis, Jeff B, Duwahn Lee and Mike Kelly unable to best his 15 lap run done in 5:15.096. That is until local hero Vincent Jackson finally managed to complete a run, and he set an unbeatable 15 lap run in 5:09.738.

We started Sunday's main event with a full 12 car 20-minute D-Main, which Gary Miller survived to bump-up to the 'C', while 2nd place Bill Albaugh decided not to take the bump-up and keep his D-Main trophy.

Things were more competitive in the C-Main, which had Mark Hartzell and Jojo Esgrina both finishing the 20-minute race with 50 laps to earn a bump-up to the B-Main. While Darnell Washington and Sherm Castro were just 1 and 2 laps behind respectively.

The B-main runners were very aware that a 1st or 2nd place finish would bump them up to the coveted A-Main and from the first lap it looked like Eddie Colon had a stranglehold on 1st place until about lap 26 when his car mysteriously died, ending any chance of advancing to the 'A'. With



Region 2 Director

Carl Giordano



Eddie's retirement, James Denmark inherited the lead which he held on to for the next 50 laps to earn the win and the first of two bump-ups. Melvin Aulstin moved up to 2nd, but could only hold this position for 10 laps or so. Shane Sprinkle was elevated to 2nd and Jon Laster 3rd upon Melvin's retirement, and these two traded positions several times until Jon was able to claim the position for good with about 5-minutes remaining. Jon's steady run earned him a 12th place grid position in the race to determine the Region 2 Champion for 2006.

Amongst the highly skilled A-Main field was a relative rookie, Chris Whitney owner of 301 Raceway, who unfortunately could never get his car running in the warm-up period to make the start. When the green flag finally did wave on the A-Main field, TQ Vincent took off into the lead, which he would not relinquish for the entire 127 laps he ran in the 45-minute race. Finishing 2nd, but 11 laps behind the leader was Ralph Morella who steadily work his way through the field having fallen to 11th after the first lap. For most of the race 2nd place was contested by Shawn Davis and Mike Kelly who through the first 30 minutes were often on the same lap. Mike ran into trouble when a late race accident knocked his carburetor loose and Shawn grabbed the final podium position. Congrats to Vincent Jackson on his Championship!

Final Results:

A-Main (45 Minutes)

1. Vincent Jackson (TQ) 127 laps
2. Ralph Morella 116 laps
3. Shawn Davis 105 laps
4. Duwahn Lee 104 laps
5. Nelly Cruz 102 laps
6. Jon Laster 95 laps
7. Mike Keely 93 laps
8. Jeff B 83 laps
9. James Denmark 39 laps
10. Mark Unrath 33 laps
11. Darryl Hurling 31 laps
12. Chris Whitney 10 laps

B-Main (30 Minutes)

1. James Denmark 77 laps
2. Jon Laster 73 laps
3. Jack Honeycutt 70 laps
4. Shane Sprinkle 68 laps
5. Uriah Murnan 68 laps
6. Gerry Evans 56 laps
7. Melvin Aulstin 44 laps
8. Eddie Colon 33 laps
9. Frank Sosebee 17 laps
10. Austin Castro 15 laps
11. Mark Hartzell DNS

C-Main (20 Minutes)

1. Mark Hartzell 50 laps

2. Jojo Esgrina 50 laps
3. Darnell Washington 49 laps
4. Sherm Castro 48 laps
5. Bobby Watson 46 laps
6. Dennis Treyes 44 laps
7. Jeff Epperson 37 laps
8. Gary Miller 14 laps
9. Brett Manning 9 laps
10. Torry Goodwin DNS
11. Kenny Reyes DNS

D-Main (20 Minutes)

1. Gary Miller 39 laps
2. Bill Albaugh 35 laps
3. John Hoffman 27 laps
4. Shaun Patterson 26 laps
5. Quinn Moon 19 laps
6. Jorge Garcia 15 laps
7. Carleton Coleman 15 laps
8. Shawn Barnes 14 laps
9. Kody Lyons 7 laps
10. Paul Carrington 2 laps
11. Steve Miles DNS
12. Carlton Kee DNS

Editors note: Due to time constraints, Carl was not able to submit an article this issue. RevUP ONLINE! Appreciates Bob VanWagners report .

Region 3



Region 3 Director

[Brandon Melton](#)

This region not reporting

REGION 3 TRACK INFORMATION CAN BE LOCATED AT <http://www.roarracing.com/region3.php>



www.thebadlands3.com



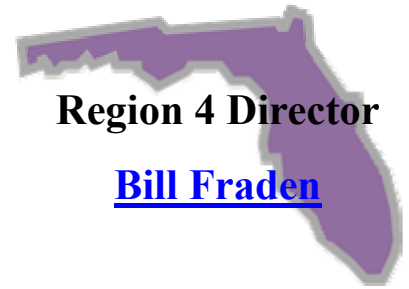
Region 4

I've got a lot of electric news that I can print and some I can't- yet. As for other news I have been asked by several people to reconsider running for region director again. I have decided to run as this is going to be a very interesting two years for ROAR. In Electric, we have the Brushless motors and probably the LiPo battery questions. Just curious what's coming next?



ASSISTANT DIRECTORS

Assistant Off Road	Izzy Santiago
Oval	Don Woods
Nitro On Road	Ken Holmes
	Jarrold Pilone



tation. It was also our director Izzy's birthday. Saturdays qualifying went on without any problems.

As Sunday morning came it was time for the third round of qualifying. After qualifying was finished we held our weekends raffle and prepared for the mains. Unfortunately Mother Nature showed up right as the first main came to the line. This turned out to be the end of the weekends racing as the event was cancelled at 1:30. Points were to be given out according to how you qualified. So check the www.fseara.org for the points and any other updates.

Also found out that someone from California now calls the Tampa area his home. Welcome to Florida Chris Tosolini, Team Corally's number 1 driver and he's also the ROAR national champion for Serpent. Now both series will have Chris driving at our events.

New to the state of Florida a Carpet track is now in operation in Jacksonville, Florida. It's run by Jeff Keeton-thanks Jeff. He also has a mini 1/18th off-road track sharing the driver stand and computer system.

Late news, going back to Daytona they will start racing on-road the 4th Sunday of the month.

Region 4 electric on-road race- allowing the new Novak stock brushless motors to be run -If available 30 days prior to the race. This race is still scheduled for November 19th-20th at Kissimmee Raceway.

Region races- Jacksonville for the Electric Off-road cars and trucks. It's scheduled for the first weekend of August. So by next issue we'll have the results.

The Forgass series - The region 4 nitro on-road championship race was held in Fort Myers on May 20-21. Philip Abed won the 1/8th scale and Art Carbonell won the 1/10th sedan. The schedule for 2006-2007 : Race #1- Fort Myers - September 9th-10th

Race #2 - Kissimmee - October 28th-29th

Race #3 - Fort Myers - November 11th-12th

Race #4 - Homestead - December 9th-10th

Race #5 - Fort Myers - January 13th-14th

Race #6 - Kissimmee - March 3rd-4th

Race #7 - Port Charlotte - March 31st-April 1st

Sour Grapes- Fort Myers - April 28th-29th

Late-Late breaking news: Space Coast Hobbies in Palm Bay Florida will be making a major announcement in the fall of 2006. It is regarding a combination BMX bicycle facility as well as an R/C off-road track located on a dedicated 15 acre park site within the city. The site will offer a playground, restrooms and food concessions. The park will also feature a future development in

include R/C boating and a On-Road track. More on this future venture in the fall. You can contact Space Coast Hobbies at schoobbies@bellsouth.net. Well that's it for now- Have fun racing.....Bill Fraden

I have been asked by several people to reconsider running for region director again. I have decided to run as this is going to be a very interesting two years for ROAR

~ Bill Fraden



Region 5 Director

Rob King



Region 5

REGION 5 TRACK INFORMATION CAN BE LOCATED AT

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

We're getting close to the end of summer, so I hope you were all able to take advantage of the outdoor tracks and get some sunshine. So much of the racing in Region 5 is indoor due to the 8 months of the year we have some crazy weather happening. It's nice to get out with the EZ Up and sit trackside.

I have a couple questions that I'd like some feedback on. Would you like to see brushless stock motor racing? Novak is coming out with a system that is supposed to be a stock equivalent. Eventually ROAR will have to make decisions on this-what do you think about it? Also would you rather see 1 year or 6 month battery approval? We are currently at one year, but at times this a problem due to the manufacturers discontinuing one cell and producing a new one faster than it can be approved.

Good luck with your racing!

REGIONALS

I just want to say thanks to everybody who attended the Outdoor Electric Off Road Regional. It was a great success. Allen Horne took home first in 4 classes, an unreal weekend for him. Rob Schaffer took 4wd Mod to break the stranglehold Al has on the regional titles.

It's also great to see the 4wd class going strong. Brushless seems to have taken hold in off road, and I don't think anyone had any problems with the new motors on the weekend.

I'd also like to thank Dale and his crew, they did an excellent job, especially for their first ROAR race. The Summit RC facility is excellent. The indoor A/C

cooled pits were key in the 90 degree heat. I also enjoyed meeting new people and seeing some not so new faces friends, even you Mellow! Also thanks to Nancy Phend for the pictures of all the winners of the hardware!

Region 5 Electric Outdoor Off Road Race at Summit RC, Ft. Wayne IN

-- Stock Truck - A Main --

- 1 1 13 5:18.42 Allen Horne
- 2 2 12 5:00.91 Dustin Richards
- 3 3 12 5:04.54 Dakotah Phend
- 4 4 12 5:07.39 Jacob Robins
- 5 5 12 5:20.29 Nathan Bauer
- 6 6 12 5:20.86 Adam Rayls
- 7 8 11 5:02.51 Joe Peace
- 8 0 11 5:10.26 Bill Huston
- 9 7 8 3:35.31 Brendon Nieto
- 10 9 4 1:54.70 Nick Seiler

-- Stock Truck - B Main --

- 1 1 11 5:20.15 Fred Richards
- 2 4 10 5:15.29 David Lengahner
- 3 2 10 5:18.82 Ed Rayls
- 4 5 9 5:08.36 Jeff Beerman
- 5 6 9 5:10.13 Jeff Barney
- 6 7 9 5:36.62 Ron Fisher
- 7 8 7 4:59.21 Alan Puff
- 8 9 7 5:03.39 Isaac Wappes
- 9 3 5 3:15.93 Luke Richards

-- Stock Buggy - A Main --

- 1 1 13 5:09.38 Allen Horne
- 2 4 13 5:17.62 Dakotah Phend
- 3 2 13 5:18.69 Jeff Ablar
- 4 3 13 5:19.43 Rob Schaffer
- 5 6 12 5:02.80 Dustin Richards
- 6 5 12 5:05.41 Drew Loftus
- 7 8 12 5:08.32 Nathan Bauer

- 8 7 12 5:10.92 Jacob Delano
- 9 0 12 5:14.47 Jacob Robins
- 10 9 12 5:17.18 John Barron
- Stock Buggy - B Main --
- 1 6 12 5:00.51 Austin Barron
- 2 3 12 5:13.27 Mike Marshall
- 3 5 12 5:15.17 Cory Richardson
- 4 4 12 5:18.90 Dayton Miller
- 5 8 12 5:21.81 Nick Seiler
- 6 1 11 4:59.91 Adam Rayls
- 7 9 11 5:02.89 Jon Henderson
- 8 2 11 5:03.88 JP Richards
- 9 0 11 5:12.73 David Perez
- 10 7 2 1:15.45 Chris Oldfield

-- Stock Buggy - C Main --

- 1 1 12 5:09.76 Brandon Nieto
- 2 4 11 5:00.80 Bill Huston
- 3 3 10 5:12.15 Ed Rayls
- 4 2 10 5:31.13 Mark Maroney
- 5 5 9 5:16.02 Joshua Boftrner

-- Mod Truck - A Main --

- 1 1 13 5:12.87 Allen Horne
- 2 4 13 5:18.32 Adam Rayls
- 3 3 12 5:00.66 dakotah Phend
- 4 5 12 5:09.89 Mike Marshall
- 5 6 12 5:20.53 Brandon Nieto
- 6 2 11 5:01.65 Greg Niklas
- 7 8 11 5:09.07 Jon Henderson
- 8 0 11 5:11.09 Corey Gadd
- 9 9 11 5:23.67 Josh Monroe
- 10 7 1 0:34.94 Nick Seiler

-- Mod Truck - B Main --

- 1 1 11 5:05.37 Brett Maroney
- 2 3 11 5:20.64 Mark Maroney
- 3 2 10 5:14.93 Ed Rayls
- 4 4 10 5:23.54 Jeff Behrman
- 5 5 9 5:44.34 Alan Puff

-- Mod Buggy - A Main --

- 1 2 13 5:04.23 Allen Horne
- 2 4 13 5:13.76 Jeff Ablar
- 3 1 13 5:17.88 Rob Schaffer
- 4 5 13 5:20.17 Jacob Delano
- 5 7 13 5:20.50 Brian Mellow
- 6 6 13 5:23.12 Drew Loftus
- 7 8 12 5:06.92 Ben Ellis
- 8 0 12 5:09.09 Mike Marshall
- 9 9 12 5:11.37 Adam Rayls
- 10 3 7 3:05.84 Eric Clark

-- Mod Buggy - B Main --

- 1 2 13 5:19.27 Dakotah Phend
- 2 5 12 5:04.54 Nathan Bauer
- 3 3 12 5:07.39 Greg Niklas
- 4 6 12 5:11.15 Jason Mooney
- 5 4 12 5:14.13 John Barron
- 6 7 12 5:18.64 Gene Shroat Jr.
- 7 0 10 5:01.32 Mark Maroney
- 8 8 2 1:04.62 Austin Barron

-- 1 --- DNS --- Mike Cartwright

-- 9 --- DNS --- David Perez

-- Mod Buggy - C Main --

- 1 1 11 5:16.45 John Marshall
- 2 2 10 5:18.27 Ed Rayls
- Mod 4WD - A Main --
- 1 1 13 4:53.73 Rob Schaffer
- 2 2 13 5:04.03 Allen Horne
- 3 3 13 5:08.09 Jacob Delano
- 4 5 13 5:08.80 Brian Mellow
- 5 6 13 5:12.90 Joe Laws
- 6 7 13 5:13.89 Dayton Miller
- 7 8 13 5:22.87 Ben Ellis
- 8 0 12 5:03.54 Nathan Bauer
- 9 9 12 5:09.88 Nick Seiler
- 10 4 5 2:11.02 Dakotah Phend

Region 6



News Flash – Ed Hill is running for re-election!!!! Yes, it's true – Ed Hill, the incumbent Region 6 Director has decided to go for another term of office. Does Ed like pain? NO!!! After many terms in office I still take a great deal of pride in being ROAR's representative in the South. The most "painful" part of the job is to try to write an article for the Rev-Up that doesn't sound like a police report. You know, "nothing but the facts, Ma'm". It is amazing to me that these "little cars" have held my interest so long. When I built my first nitro-powered car, radios were too big to be installed in the vehicle. We would tie the car to a steel cable, stake the cable to a swivel in the asphalt and run in a circle. We called them "tether cars". I truly hope that the members of my region will support me in the upcoming election.

Let me take a moment and talk about the upcoming election. All ROAR members should reflect on the fact that all elected ROAR persons are VOLUNTEERS. When a person volunteers to do a job for whatever reason, that person deserves and expects the support of the people he or she is working for. When we have an election or a vote on rule change, etc. and we see a very small percentage of the membership even bother to vote, it is very discouraging. The lack of member response tells ROAR officials that most members don't really care. "Just leave us alone and let us race". An attitude like this tends to make volunteers unhappy. Do you know what happens when a volunteer gets mad? They will tell you to "go to ****" and quit!!!!

PLEASE VOTE!!!! SHOW ROAR THAT YOU CARE!!!!



Today's big story – Wolf Pack Track is alive and well! We have been hearing unsubstantiated rumors that the Wolf Pack Track in Pearcy (Hot Springs) Arkansas is no more. Well let me tell you from personal experience, I know it's not true. Brad Snodgrass and his son "Boo" invited one and all to attend their Razorback Off Road State Championship. From our experience at the Magnolia State Championship, we knew that the racers from Arkansas were people we enjoyed being with. A large group from Mississippi made arrangements to travel the 6½ hours to central



Arkansas and spend Memorial Day weekend at Wolf Pack Track. As I was going as the ROAR Official, I could travel light. I packed a carry on type bag, dropped it in my saddlebag, and went to Arkansas on my motorcycle (saved a lot of gas). One of our groups must have taken a wrong turn. It took them over 8 hours to make the trip. When they found out that it took me 4 hours and 45 minutes on the motorcycle, I was told to "go have sex with myself". When I arrived at Wolf Pack Track I was very impressed. 20 acres of grass, trees for shade, plenty of parking, a huge track (well maintained) a great driver's stand with the nicest wheelchair driver's stand (separate from the main driver's stand) that I have ever seen. Brad Snodgrass kept pointing out what he felt were needed improvements. But please, this track is only 2 years old and growing. None of us felt that we were deprived of anything. We all had a great time. The weather was great. The local people were

awesome hosts and made us feel special. I think that I put on a couple of pounds at the on site restaurant.

The practice day ran smoothly with no problems with frequency conflicts. Isn't DSM great? Race day began with super weather, serious competition, and good fellowship. These people in Pearcy Arkansas are a perfect example of Southern Hospitality. When the race day came to a close, and all of the awards had been presented, Wolf Pack Track had one more surprise in store for us. A large table was

set up. On it was placed a huge platter of pulled pork (for you Yankees, that's smoked meat "pulled" off of the bone instead of being cut). A large pot of Bar-B-Q beans, home made coleslaw, and of course rolls topped it off. Yes, Wolf Pack Track treated us to Dinner! The food was super, the surprise was great, but the hosts were the best!!!! Thank you Wolf Pack Track. We will be back. The results of the ROAR 2006 Razorback State Championship were as follows:

- A Main 1/8th scale – TQ, Garrett McKamie; 1st, Ed Matlage; 2nd, Nick Batman; 3rd, Garrett McKamie.
- B Main 1/8th scale – 1st, Mike McWherter; 2nd, Cody Flint; 3rd, Lance Reza

A Main 1/10th 2WD Nitro Trucks – TQ, Nick Batman; 1st, Alan Jenkins; 2nd, Nick Batman; 3rd, Charles Cunningham.

A Main 1/10th Mod Truck – TQ, Paul Power; 1st, Paul Power; 2nd, A.J. Jenkins; 3rd, Chris Dillard.

A Main Open Monster Trucks – TQ, Brad Snodgrass; 1st, Leighton Dillard; 2nd, Scott Flint, Sr.; 3rd Mike McWherter.

We all packed up, went to our respective hotels or homes, cooled down and headed for a pool, shower or both. Later that evening a large number of us, locals and travelers, met at a downtown restaurant for a late night supper. The next day we were invited to Scott Flint's home for burgers. For all of us this Memorial Day Weekend was very special. We remembered the real reason for the holiday – those that have fallen in wars past in order to preserve our freedom and our way of life. And we will always remember the way we were treated by the owners and racers at WOLF PACK TRACK.

We are now seeing Rev-Up on line issue number 4. Better than ever? I would take that bet, all the way to the bank. Thank you Ms. Editor!!!! Yours in racing, Ed Hill

Region 7

Region 7 Director

Jason Mosser



Since the last report Region 7 like most of the USA has been slogging through one of the hottest summers on record. My home turf in central ND is baked to a dry, dusty crisp. Despite the tremendous temperatures outdoor off road racing continues to be popular.

(much like the recent 1/8th scale Off road Nats), which allowed us to get a couple of qualifying rounds run on Saturday. A decision was made, based on the forecast, to not run the mains after the two qualifiers. This turned out to be an unfortunate

does not do the view justice. If you ever happen to be in the vicinity of Pingree I encourage you to stop by and take a look.

driver missed his flight and due to the busy weekend (July 4th Holiday) he was unable to get a stand-by seat. We missed his company, knowledge and competition on the track. Like life, racing went on without him!



Prior to the heat wave, the organizers of Pingree R/C Park put on one of the first big ROAR sanctioned races of the season. This race was the 2006 kickoff of the second annual Dakota Series scheduled for June 10 and 11. The Dakota Series is a small (four race) series held at four very distinct tracks across North and South Dakota. The first race at Pingree proved to be a bit of a downer due to rain! Yes indeed, more than three inches of rain over a two-day period nearly washed out the whole event. However, the crew at Pingree was able to slop the muck off of the track

choice. As often happens, the weather forecast was wrong and over an inch of additional rain fell Saturday night, sealing the fate of Sunday's mains. The cancellation of the mains was disappointing but everyone accepted that you could not fight Mother Nature.

I was able to get a good panoramic view of the PRCP track in its 'moist' state before Saturday's racing. You should be seeing that photo with this article. It is hard to describe how beautiful the countryside is from their drivers stand. The camera I used to capture the photo

Paperwork on the 2006 ROAR Region 7 Electric Off road Championship is not finalized as of this writing. The tentative weekend for this race remains August 25, 26 and 27. Keep an eye on the '[regional races](#)' section of the ROAR website for the official announcement. The event announcement will also be posted on popular message boards.

Round two of the Dakota Series was completed over the July 1-2 weekend. This race was held at Wheels Wings-N-Hobbies Raceway. Attendance was good but one notable

Nitro classes dominate this series; 1/8th Scale, Truggy and Gas Truck are highly competitive. Very few of the mains were decided until the very last lap. Thanks to all of the racers that traveled long distance to get to the race. The event went smoothly and everyone had a good time.

In closing and as always, if you have info to share about racing activities in the region, please send it my way.

Region 8

Region 8 Director

Alex Sturgeon

Hey y'all, the summer is half over and it's not fair. There's either been a lot of heat, or a lot of rain, and in a few months it'll be over and we'll be back to indoor racing where we won't have to worry about anything but the drive there and back.

In some non-rc-related news, yours truly and wife are having a baby at the end of October. Needless to say my racing career will come to a screeching halt for a while, but that's okay, there's only 18 years until I'm in the masters class, unless the age gets changed again. I'm looking forward to being a race dad. We know he's a boy and we think we know what his name will be, but we still have three months to second guess. Until then, racing continues...

The 2006 electric off road regional took place June 23-25 at Novelty RC Raceway in Novelty, Missouri. Practice began Friday morning with a slight wait in the morning due to rain. The track was as dialed of a track as you can get. I wish I could get my track to be as smooth as Rex made his. All the jumps worked and the traction was phenomenal as usual. By the end of the day there was a pronounced groove and it didn't eat up tires as bad as many had thought.

3 qualifiers ran on Saturday. The atmosphere was very laid back, things ran smooth and the qualifying in the stock classes was as close as I'd seen it in a long time. All of the final qualifying positions weren't set until qualifying was over Sunday after-

noon. It rained pretty good Saturday night and it really threw a wrench into everybody's tire and setup strategy. There was a slight wait Sunday morning for the track to dry up, and it really wasn't that bad, and by the end of the round it was dry again, and actually, the rain helped the track.

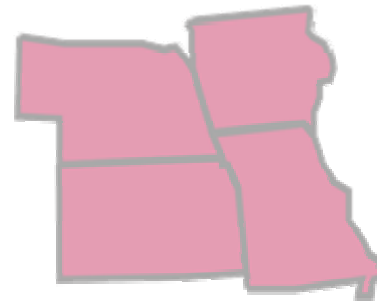
Brittany Petty TQ'd Novice. Butch Feco stood on top of the Stock Buggy field. Mark Dunn had a dominant truck all weekend and started first for the Stock Truck and Master's Stock Truck A-main. Yours truly TQ'd Modified Buggy and Truck, and Nick Haberberger drove his Kyosho Lazer to the pole of Modified 4wd buggy.

The mains were very interesting. Only Novice and Modified Buggy were decided after the first two mains. Brittany Petty won the Novice class with sister Kilee in second and Tyler Clark third. Alex Sturgeon won Modified Buggy, with Rodney Banner second and Nick Haberberger third.

Stock buggy was a close one. The first turn of A-1 was a disaster. TQ Butch Feco ended up in the back of the pack, while North Missouri Raceway owner Billy Johnston took off to win the main. A-2 was much better for Butch and he won by a comfortable margin. Billy Johnston couldn't get a break and finished near the back of the pack. A-3 saw the previous two leaders break out, handing the overall win to Mike Talbott, with Butch Feco second and Rex Franke a re-

ASSISTANT DIRECTORS

OVAL PHIL BEARDSHEAR



spectable third.

Stock Truck was probably the most exciting series of races all week. It looked like Mark Dunn, who had dominated qualifying was going to walk away, winning the first main by a large margin, but St Louis's Ron Roy mounted a challenge, winning the second main by 7 tenths of a second, denying Mark Dunn his easy victory. Ron Roy took the overall win by winning a dramatic final main. Mark Dunn caught Ron several times, but couldn't get past, ending up second overall. Mike Talbott who was close, but never really in the mix, took home the third place trophy.

It was great to see such a solid class of 4wd's at our regional. Everybody was fast in this class and there were 3 different kinds of cars competing. Everyone from St Louis drove Kyosho Lasers, while everyone else drove either xx or xxx-4's. When the tone rang in the first a-main it was apparent that anyone could win the class. Third place qualifier Robert Harrison snuck through a nasty first corner to drive home a win. Ninth place qualifier Rodney Banner won the second main. The only other person who could win the class did when TQ Nick Haberberger won the final main, leaving Rodney Banner second after the tie-breaker and Robert Harrison third.

Modified Truck was a weird one. TQ Alex Sturgeon (yours truly)...screwed up and crashed on the opening lap. Rodney Banner took advantage and won the main. Alex won the second main...and then it rained. The third main was a sloppy mess. The lead changed about six times, but Alex pulled out a win and took the title. Rodney Banner came in second after another tie breaker with Nick Haberberger

Masters Stock Truck was all about the sentimental favorites. All the guys in the class are good people, but you couldn't help but pull for the owner of Novelty Raceway: Rex Franke. He TQ'd the class and then won the final two mains to secure the victory. Kenny Belcher finished second and Mark Dunn finished third.

It was a good weekend full of twists and turns and crazy deep elevation changes, and that was just the drive to hotel and back each day. Outdoor electric Regionals are a good thing once in a while, and in two years it may happen again, so get those Ifmar Pins mounted up and ready to go.

Region 9



Region 9 Director

[Tommy Porfirio](#)

Region 9 kicked off it's first of a five race series At RC Raceway and Hobbies in Waco Texas. I would like to thank everyone who participated in Waco. Racing was absolutely awesome. All classes were hotly contested and racing was very clean for the most part. A BIG thanks goes to Dewayne Grantham for hosting our first series race and preparing another spectacular track. Thanks to Wayne, who ran the race. It is great to see a track owner like Dewayne who has the passion and dedication for our sport.

At the end of qualifying Mike Battaile was top qualifier in Buggy Expert, Gas Truck and Monster Truck. What a performance by Mike. Mike McCrary was top qualifier in Unlimited Monster Truck. In the sportsman classes Paul Scrivner was on top in buggy and Dave Wilcox in unlimited monster truck

In 1/8 Expert Dave Minglesdorf took the early lead. He fell out after a few minutes. Jared Bockholt, Mike McCrary, and Mike Battaile battled it out for the entire 30 minutes. Jared took the lead and appeared to check out on the field. Disaster struck Jared with about five minutes to go. Lapped traffic cut his lead down to a few seconds over Mike Battaile followed closely by McCrary. Coming in to pit lane for his last

splash of fuel, Jared crashed in to the front of pit lane. By the time he was pitted, Jared fell to third. Congratulations to Mike Battaile for the Win and Mike McCrary in second.

At the start of Unlimited Expert Monster truck Steven Doggett and Will Schlentz battle for the lead. Will took the early lead but crashed and flamed out. Doggett took over the lead will McCrary and Daniel Grobe in tow. McCrary went to the pits with trouble leaving the battle to Steven Doggett Grobe. Several times Grobe got close but not close enough. Steven Doggett takes the win followed by Grobe and Will Schlentz.

Monster truck saw Phillip Scheel giving Mike Battaile all he wanted in this class. Phillip led early and stretching his lead. Mike exhibiting that he is one of Texas's best racers reeled Phillip in finally and took the win. Jeff Felty finished third.

Gas Truck was a race between Mike Battaile and Elliott Martinez. Elliott led early, but Mike eventually reeled him in and took the win followed by Elliott and Jeff Felty.

Sportsman buggy saw TQ Paul Scrivner take the early lead and win. Bill Morgan and Mark Perrite

battled it out for second with Bill ending up in second.

Sportsman Monster truck was won by TQ Dave Wilcox, followed by Tom Buckley and Brad Borgwald in third

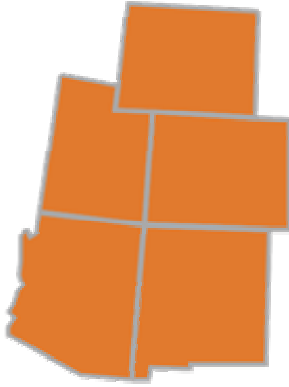
What a great day of racing! All races were awesome. I think everyone had a great time and looking forward to the next race in San Antonio, August 12



at Toys 4 Big Boys. I am sure Robbie and Elliott will match Dewayne's efforts. I came away from the first race very positive about the T.O.R.C. off-road series future. Congratulations to all the winners, and thanks again to all who raced.



Region 10



Region Director

[Teresa Mott](#)

Asst Region Director

[Charlie Perez](#)

Editors Note: Click here for the latest issue of the [Wyoming Modelers Park Newsletter](#)



Hello Region 10:

I have listed the races that I have received applications for. I also received complaints that I did not have any races listed for Region 10 on the ROAR Web Page. The reason why the races were not listed was because I had not received the Application for the ROAR Sanctioned Races. I can not list the races without these forms. If you want your races listed, please get me the ROAR application forms ASAP. When I receive them, I will list them on the ROAR Web Page.

I received this letter from the Wyoming Modeler's Park Association track and would like to pass it on to Region 10:

Dear Race Track / Hobby Shop, Wyoming Modelers' Park will be holding two events this summer that may interest the racers in your area. On the weekend of July 15th & 16th, we will be holding the ROAR Wyoming Electric Off-Road State Championships. On August 18th - 21st Wyoming Modelers' Park Association will be hosting the ROAR Region 10 Electric Off-Road Championships. Practice will begin the Friday before the event at noon and continue until 7pm. As you may be aware, due to a recent rule change, racers may now enter this

race from adjoining regions. This means racers from Regions 7, 8, 9, 10, 11, and 12 may enter the race. We would appreciate if you would spread the news about these two events to the racers at your track or hobby shop(s) that you shop at.

Classes will include Sportsman, Stock 2wd, Mod 2wd, Stock Truck, Mod Truck, Mod 4wd, and Electric Monster Truck. Saturday will be qualifying, and Sunday we will hold one last round of qualifiers followed by the mains. We will feature AAA Mains for the A mains of the Regional Race.

Thanks to our many sponsors we expect to have several great prizes to give away during the event. Trophies will be handed out to 1st-3rd place of the A-Main and B-Main (Regional Only) races. Early entries will also receive a T-Shirt for the State Race, and a pit towel for the Region Championships.

If any of your patrons have any questions about the event, please direct them to our website and we will be happy to assist them. (<http://www.wyomingmodelerspark.com>)

We are also working with our local hotels to provide discounted rates. More information regarding these rates can be found on our website as they become available.

Entry forms can be found online at:

State Race: <http://www.wyomingmodelerspark.com/2006-off-roadraceform.pdf>

Regional Race: <http://www.wyomingmodelerspark.com/Region10form.pdf>

Thank you,
Paul Branham
Treasurer
Wyoming Modelers' Park Association
<http://www.wyomingmodelerspark.com>

Wyoming Modelers Park Association also held their On-Road State Championships and here are the results:

- 1/10th Scale Sportsman Touring Car
1. Johnny Souza (TQ)
 2. Sean Watts
 3. Rhett Rogge

- 1/10th Scale Touring Car Mod
1. Carl Hyndman (TQ)
 2. Bill Hammond
 3. D.J. Clark

- 1/10th Scale Touring Car Stock
1. Jim Hildebrandt (TQ)
 2. Dan Willoughby
 3. Mark Bauer

1/10th Scale Touring Car Nitro

1. Craig Ward (TQ)
2. Jim Hildebrandt
3. Scott Hendrickson

1/10th Scale Oval Mod

1. John Souza (TQ)
2. D.J. Clark
3. Nic Watts

1/12th Scale Mod

1. Carl Hyndman (TQ)
2. Craig Ward
3. Bill Hammond

T-Spec

1. Johnny Souza
2. John Souza (TQ)
3. Brad Morton

Full results can be found at <http://www.wyomingmodelerspark.com/forum/viewtopic.php?t=135>

Thank you Paul Branham for the Information.

Tracks, when you get the results from your races, please send the information to me so I can get them in the Rev-Up.

Thank you and Happy Racing

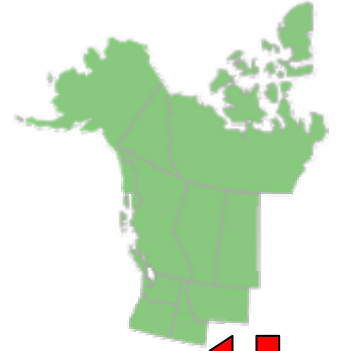
Teresa Mott

Region 10 Director

Region 11

Region Director

Eddie Goodridge, Jr.



This region not reporting

REGION 11 TRACK INFORMATION CAN BE LOCATED AT

<http://www.roarracing.com/region11.php>

[For pictures and videos of the 2006 ROAR Off Road Stock Nationals.](#)

Also, CONGRATULATIONS to Dakotah Phend for successfully defending his Off Road Stock Juniors championship this year and adding to his belt the title of 2006 ROAR OFF ROAD STOCK TRUCK NATIONAL CHAMPION. All at the age of NINE! Doug and Nancy Phend, Dakotah's parents - we thank you for introducing him to the world of RC Racing!



Dakotah Phend

Region Director

Steve Wang

Region 12



This region not reporting

REGION 12 TRACK INFORMATION CAN BE LOCATED AT <http://www.roarracing.com/region12.php>

For race report and photos from the [2006 ROAR On Road Carpet Nationals](#), please click on this link! Its absolutely amazing !



The Las Vegas Silver Bowl Gets A face Lift!

Submitted by Rich Taylor

It has been a long time coming and some didn't think it would ever happen but it has. **The Silver Bowl resurfacing project is nearing completion, by the time you read this it should be completely finished.**

It has taken many years and countless meetings to get Clark County Parks and Recreation to step up and play ball. It wasn't until I approached the office of County Commissioner Rory Reid that things started to have a positive spin. We met with the Commissioner's Assistant Mr. Kevin Carey over a year ago to get the ball rolling. He took our concerns back to The Commissioner and told him what the surface at the Silver Bowl looked like. the Commissioner, made the decision to have the track fixed. This is after I had been promised many things already by Parks and Recreation, but nothing ever transpired. It seems that people at Parks change job titles and positions faster than Swauger clicks off a lap at the track. I can tell you for a city that was built by money Parks didn't want to spend a single dime on

our track so this made the job a battle from the beginning. Kevin and I went to battle with parks to lay out the commissioner's plan. As many of you know we should have had the work done before the April race but the weather didn't cooperate with that plan. By the time the temp was in the correct range the time line on the bid



proposal had expired and there were 2 new people in admin at the Parks Dept. We had the asphalt company resubmit the bid to the county and we all sat back and waited again. The bid came in under the price that we all hoped for and now we were waiting on the purchase order to be approved. In typical government fashion the County had changed its computer software and the bid got stuck in no mans land for almost 6 more weeks. I finally got a call from Kevin telling

me we were good to go and we needed to get the track ready to be repaired. I, along with a couple of the county workers, removed the entire pipe from the track and catalogued the pipe so that we could make sure it went back in the same place when we were done. It was explained to me that there were no

funds to purchase new pipe and the decision was made to use the same layout when the surface was done. The track was pressure washed on a Monday to remove all the debris from the surface and on Wednesday they saw cut all the big cracks so that they could be patched. Lori and I had to go to Crystal Park that Thursday to run race # 3 of the west On-Road Pro Series. Fred Muncy e-mailed me several pictures of the patch work that had been completed, I think this is when it all started to sink in that it was finally happening and we would be running

on a new surface very soon. The following Wednesday I went to the track to find a very big black open area that was our track and I looked huge without any pipe on the surface. I had forgotten that we have 35,000 sq feet of racing surface. Now we needed to paint all the pipe and pit wall before we reinstalled it. I want to thank Earl Barnes, Cirilo Garcia, William Pendergrass and Alan Pyle for helping. We started at 6 p.m. and called it an early morning at around 0230. We got a lot done but we still had approx 40% of the pipe left to paint. I talked to the County and got approval to use an inmate work crew to help get everything finished up. Wednesday the 2nd of August, Alan and I met the work crew and we finished the entire pipe and reinstalled the pit wall all in about 6+ hours. I met with the asphalt company on Friday the 4th and we looked at a few areas that needed to be touched up. I will address these areas in the next few days. We are getting ready to paint the lines in and we will be ready to do some testing to see what we will need to do to get traction up where we like it. I am very pleased with what we have accomplished and hope that everyone will enjoy the Las Vegas Silver Bowl for years to come. [Click here for a complete look at the process and the track.](#)