

REVUP ONLINE!

Official **ROAR** Newsletter

Jun/July 2006

Issue Three

Its time to submit your bids for the 2007 and 2008 National events!

Do you think you have the facility to hold a ROAR national? Are you ready for people traveling from all over the USA and Canada to see your track? Then simply go to www.roarracing.com, click on “nationals” and download the template for nationals bids and then download the [sanction request form](#). Send your bid (by using the template) to [David Lee, Competition Director](#) **BEFORE July 31, 2006.** (extension from June 30th as stated in revised National Guidelines)

Refer to Mike Queller’s article discussing changes for Nationals in 2007 and seasons beyond. ROAR is making changes!

Navigation of the ROAR Website: Hopefully you have noticed the many upgrades to our website. You can find anything to do with [ROAR rules](#), the [Nationals Guidelines in current use](#) and the [Guidelines for track hosts who will be holding a Race Management Team event, body, motor or battery approvals](#), or, if you just like to keep up with what’s happening, click on the ‘news’ tab and find out! [RevUP ONLINE!](#) Is easy too!!

Roar Racing.org **ROAR Website - updates almost daily - [Corey Cochran, Webmaster](#)**

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Regions

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What is ROAR?

ROAR is the official U.S./Canadian sanctioning body for racing R/C cars. ROAR is responsible for producing and maintaining rules that are fair for all parties involved members and manufacturers alike. As an official IFMAR bloc, ROAR is also responsible for organizing race teams that represent the U.S. and Canada to compete at IFMAR World Championships for all scales of R/C cars.

Why not find out [more about ROAR?](#)

Announcements

- LETTER FROM THE PRESIDENT TO THE MEMBERSHIP AND AFFILIATES REGARDING RACE MANAGEMENT TEAM AND ROAR NATIONAL EVENTS
- Fuel Sedan Nats [Entry List](#) as of 5/09/06
Updates will occur
- New [ROAR ANNOUNCEMENTS](#)
- Entry form for Modified Offroad nationals is now online [HERE](#)
- ENTRY FORM TO ON ROAD FUEL SEDAN NATIONALS IS [HERE](#)
- April/May Issue of REVUP ONLINE! NOW AVAILABLE [HERE](#)
- 2006 Stock Off-Road Nationals entry form is now [ONLINE!](#)

2006 ROAR National Schedule

ROAR National schedule for 2006. [Click here to view the schedule.](#)

ROAR National Champions

ROAR congratulates all prior National Champions. Results in prior years may be viewed by clicking here: [Nationals Results Page.](#)

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<http://www.roarracing.com/5/21/2006 4:30:53 PM>

[WE THANK OUR INDUSTRY AFFILIATES](#)



I wish to express our collective appreciation of this feedback. It has been extremely helpful in determining the value of ROAR's current direction as well as its future plans.

~Mike Queller, ROAR President

First, let me say, THANK YOU! Over the last six weeks more than the usual numbers of emails have been received from our ROAR members. It is gratifying that these have expressed agreement and are generally pleased with ROAR's most recent accomplishments. For all of ROAR's officials, directors, and members of ROAR's supporting committees I wish to express our collective appreciation of this feedback. It has been extremely helpful in determining the value of ROAR's current direction as well as its future plans. And we're glad to hear we are moving in the right direction. So what's next?

SUPERNATS. With our cost of living constantly on the increase it is ROAR's responsibility to be considerate of the costs the average racers are paying to attend the ROAR National events. Most racers are attending their particular events by taking a week off from work which

later may prevent them from easily attending more than one event. Add to that the room nights, airfare, and rental cars and the total is a pretty significant cost. Even the factory teams have to juggle which events are more important to attend and the cost impacts. ROAR has

taken steps in the past to reduce these costs with the 4 day race formats but, even with that, racers have been coming earlier and earlier to the events.

Another problem is the number of National events. Early on, ROAR had just a few National events. Many were large Nationals which would go on for a couple of weeks including electric and fuel classes. The convenience factor was great for the racers because they could go to one venue and enter many classes. The host club had the most burden in finding enough volunteers to man the event for the two week period. To gain more bids and get more clubs involved in hosting Nationals ROAR shortened up the formats and made more multiple events, making manpower easier to secure and reducing the amount of time the racers would have to take from work. Until recently this has worked well but now there have been regularly ten events each year it is becoming increasingly difficult to schedule this many events with consideration to other events as well. Somewhere there had to be a middle ground. Scheduling had to also consider the closeness of the events. Similar events could not be scheduled within a month of the other because many racers just couldn't afford two events that close together.

The solution for 2007 is to combine two similar events into SuperNats, longer events which are really two events back-to-back. No real change in format but quite a change in the cost and time factors. The importance of these events will obviously be greatly enhanced and magazine coverage will be much easier to obtain. The Electric off road events would have to be combined in a different manner but would still benefit from the same result. The

race hosts will also benefit from the experienced Race Management Team, receive a much larger facility fee, and secure more significant sponsorship donations. And to alleviate the extra practice advantage gained by showing up early, ROAR will also follow IFMAR's lead by requiring the track to be completely closed two days prior to the first day of practice, thereby leveling the practice playing field for all entrants. Hosts will need to consider this requirement when bidding the 2007 events even if they are commercial facilities.

Here is how the National events will shape up for 2007: (*, **)

1) On Road Fuel Nats:

1/10 Fuel - Saturday thru Wednesday

1/8 Fuel - Wednesday thru Sunday

2) Off Road Electric Nats:

Stock and Modified - Wednesday thru Sunday

the remaining events:

3) Off Road Fuel Buggy

4) Off Road Fuel Truck

With regards to Events 3 & 4, the high entry counts indicate that it is not practical to combine these two events anytime in the near future

5) Paved Oval

6) On Road Paved Electric

7) Carpet Oval

8) On Road Carpet Electric

9) 1/5 scale

***Note: In 2007 all events will be RMT events except Oval and 1/5.**

****Note: Events 5-8 could be combined but for 2007 these will remain the same unless a facility can accommodate both oval and road. In that case it should be clearly stated in the respective bids and ROAR will advise the membership if there is to be a combined electric RMT event for that year.**

TWO YEARS. Those tracks/clubs which are bidding for the 2007 Nats need to also indicate if their respective bids should be applied to 2008 as well (if not selected for 2007.) In response to member requests National events will begin to be scheduled two years in advance whenever possible. This will allow the next site to be announced at the current venue and entrants will be able to plan their attendance much more in advance.

Thanks for your continued support.
Mike Q

Letter from the ROAR President to our membership can be found at:

http://www.roarracing.com/downloads/RMT_Report.pdf

Adrian Martinez, Promotions Director

They (ROAR) are motivated, active on a daily basis in organizational matters and they are making the right decisions. Their efforts are paying off and this is good news for our hobby.

Adrian Martinez, Promotions Director

This is my first column as ROAR's new Promotions Director. I am very happy to be part of this organization especially at this point in its history. Recently you may have heard the term, "The NEW ROAR". This is a really flattering expression of the vibe racers and industry leaders are getting from ROAR's current leadership. They are really steering the ship in the right direction. They are motivated, active on a daily basis in organizational matters and they are making the right decisions. Their efforts are paying off and this is good news for our hobby. I want to take this opportunity to let you know who I am, my background and to let you know some of my goals for ROAR with regards to promotion.

I am a married father of one. My wife Jenn is the single greatest person I know and is a saint for putting up with me. My daughter is a four year old little firecracker. She already has a Mini Monster Truck which she uses to terrorize our dog. I am a graduate of the University of Florida I am the Vice President of US Operations for a top R/C car manufacturer. In this role I oversee the

company's sales efforts, marketing and promotions, strategic planning and product development in the North, Central and South American markets. I bring to ROAR a solid business management and promotions background with the perspective of an active racer and a hobby industry insider.

I have been involved in the R/C hobby for over 20 years. I got turned on to R/C racing by the Nitro Winter Nationals race in Ft. Myers, Florida. It used to be held at the Edison Mall before the current track at the Lee Civic Center was built. I remember hearing the snarl of the engines and seeing the cars zip around the track while stopped at the stop light next to the track. If my mom had not agreed to check it out I think I would have jumped out of the car and run across four lanes of traffic to see the cars running. After that I was hooked! I read everything I could get my hands on. Like many of you I stated as a back yard basher and like many of you I wanted more, I wanted the thrill of competition. I started racing 1/10th and 1/12th Pan Cars in 1987. Over the years I have raced just about everything electric and nitro, on road

and off road. To this day, on most Sundays, you will find me at a local track.

The ROAR Promotions post is an exciting opportunity. I there are a lot of good promotional ideas on the table and a lot of projects that are in the process of being completed. Improvements to RevUp, improvements to www.ROARRacing.com, programs to boost membership and gain more affiliated tracks are just a few of the things being worked on at the moment. Improving communications within ROAR at all levels is a big part of my agenda. This will improve our unity from the racers up to the ExCom. Knowing what's going and being able to make you voice heard is a key part of feeling that you are part of the process and have an impact on decision making.

Over the next few issues as I will start to provide additional information on the programs we are working on. My ultimate goal is for all racers, tracks and event promoters to view ROAR as an indispensable parts of racing in North America. Until next time...keep the rubber side down!

Welcome Adrian!



Dawn Sanchez, Vice President

created an award using photography and etching to make the award stand out and represent the pinnacle event the On Road Sedan Nationals is and always has been.

Kenny Bergschultz has maintained incredible contact with the region directors and is planning face to face meetings with each of them during his travels for his employment. David Lee, our Competition Director, has defined very nicely the changes coming up for 2007 and our national's season. And Mike Queller, has tirelessly formatted the entire race management team budget, national guidelines for host venues and contracted several teams

And..... DON'T FORGET... 2008 is the year ROAR hosts the IFMAR OFF ROAD FUEL WORLD CHAMPIONSHIP!!

of incredibly talented and well known race professionals. In addition, Mike has coordinated every aspect of our first Race Management Team event by working closely with the track owner, James Reese. Nationals have always been a tenuous item for ROAR as it's almost impossible to schedule so many events without creating a conflict with another one of our member's favorite events or a holiday. This year, we actually conflicted our own national event with the off road modified nationals and the paved oval nationals on the very same weekend. This is NOT preferred but it could not be helped. Another situation caused by the growing number of nationals in our organization is simply the expense of travel. We must create an atmos-

phere of excitement again and help our average member with these expenses by consolidating some of our events.

So, in closing, I hope you all read Mike and David's articles in this issue of RevUP ONLINE! and contact us with any questions regarding the changes ROAR is making with our national scheduling. Our emails, phone numbers and addresses are listed in the "officers" section of this issue and can be found on the website by clicking "directors" and then "executive committee".

Also, on the front page of this issue are a few pointers in navigating the website and finding the sanction request forms and the template necessary to bid for a national event.

Yours in ROAR.....

Bess Said Dawn Was Right, May 26, 2006

2006 ROAR Carpet Nationals

Report submitted by Robert V.

This years Carpet Nats were hosted by Stockton RC Raceway and with almost 300 entries, was a sold out event for the first time in years. The

temporary track was setup in the large events hall at the San Joaquin County Fairgrounds and had plenty of the amenities that racers appreciate. This included spacious pits, a tall driver's stand, raceway cafe selling hot food and snacks and a fully stocked hobby store provided by Speedworld Raceway. The crew of SRCR built the 98'x48' track with a nice fast and flowing west coast style layout with the most distinctive feature being a pair of 8 foot carousels in the center of the track. Maintaining high corner speeds through that section was crucial in the racers hunt for low lap times.

It was nice to see the President of ROAR, Mike Queller on hand to provide assistance with rule clarifications and disputes. That combined with the excellent tech tools provided by ROAR allowed the program to run very professionally. Also on hand was Douglas Hay of RC Scoring Pro to ensure that timing and scoring ran efficiently and qualifying points were accurately tabulated. The use of qualifying points to determine the mains always makes the ROAR Nationals interesting and provides a bit of drama as racer positions in the mains were sometimes decided by tiebreakers.

Masters TC Stock

Top Qualifier for the 40 and over class was Tom Esposito. He managed to turn the single fastest time for the class, and the only 24 lap run with a 24/5:11.609 in the 3rd round. The battle for the national championship was fought between Tom and local racer Jim Rose. Tom won the 1st A main with Jim coming in 2nd but the roles were reversed in the A2 main which forced the outcome to be decided in the 3rd and final A main. After the first lap of the A3 main, Jim Rose found himself in the lead as Tom got bumped back to 5th. Tom however was easily the fastest car on the track and he was able to claw his way back to the front of the pack and retake the lead on lap number 10. He never looked back and was able to hold off Jim Rose to win the main and the championship. Javier Arroyo, who qualified 6th but was 3rd in two of

the three A main finishes, secured the

final spot on the podium.

TC Stock

The battle for TQ honors in this highly competitive class was intense. In the first round of qualifying, Corey Harbke threw down a

... with almost 300 entry's, was a sold out event for the first time in years!

25/5:08.281 to quickly set the pace. Fastest in the 2nd round was Travis Schreven with a 25/5:10.076. The TQ was barely outdone again in the 3rd round of qualifying by Christopher Goetz with a 25/5:08.108. Drew Ellis had been on many fast runs up to that point but had been held back by traffic. In the 4th round of qualifying he turned a blistering fast 25/5:03.830, which after adding up the qualifying points, secured him the overall TQ for the class.

In the first A main, Drew Ellis leapt out to the lead and never looked back. Jim Hermann took over 2nd place after the first lap from Jarrod Langlois who also had some misfortune on lap 5 when he got knocked to the back of the pack. 3rd place was Jeff Dayger who was able to pass Travis Schreven for the position on lap 12.

Drew Ellis wasn't so fortunate in the A2 main as Jarrod Langlois was able to take the lead after some paint was traded on the 1st lap. Jim Hermann took the lead on lap #3 and held it all the way until lap 10 when Jarrod and Jeff Dayger were both able to get past him for the position. Drew Ellis fought from 5th place to 3rd and had the fastest car on the track but ran out of time getting caught by the buzzer on the last lap.

With Drew and Jarrod having one win each, the national championship would be determined in the A3 main. After the typical first lap melee, Drew Ellis went from the pole back to fourth. Jarrod Langlois took over the lead and let the battle for 2nd place happen behind him. Jim Hermann was in 2nd after lap number two but that didn't last long as Peter Robinson was able to stay clean and take advantage of some action on the track to get by both Jim and Drew to move into second. Peter Robinson then turned the two fastest laps of the race with back-to-back 11 second times in hopes of reaching the leader. Jarrod would not be denied however as he was able to handle the pressure and work his way through traffic near the end of the race to hold on to the lead and secure himself the championship. Drew was also able to get by Peter on the last lap to snatch 2nd place. After qualifying points were calculated, Jeff

Dayger would finish 3rd overall.

1/12th Stock

As the traction on the track increased, the lap times decreased and qualifying times would get faster as the weekend progressed.

There was a faster TQ time set each round from four different people highlighting exactly how much competition there was in this class. Jim Herrmann set TQ for the 1st round with a 39/8:07.357 In the second round it would be TJ Bradley setting fastest time with a 39/8:04.377 just barely edging out Mark Strasnick by less than a second. Andrew Ellis found what was needed in the third round to TQ with a 39/8:03.615 In the fourth and final round of qualifying it would be Jeff Dayger who would unleash the first and only 40 lap run securing himself the class TQ with a 40/8:09.346

A1 was a great race with four different people holding the lead during the 8 minutes. Pole sitter Jeff Dayger had the roughest luck when he went from 1st to 9th on the third lap and would later leave the race completely. The battle for first was then left to TJ Bradley, Drew Ellis and Jim Hermann who would trade places during the first part of the race until TJ Bradley took the lead from Drew on lap sixteen. Peter Robinson and Jarrod Langlois would also stay within reach of the leaders as they battled the others near the front of the pack. At the end of the race it was TJ Bradley trying to hold off a hard charging Peter Robinson. Peter snapped off a nice set of fast laps to get within striking distance and then with about 30 seconds left to go, TJ clipped the corner going into the chicane which let Peter Robinson get by for the lead and two laps later, the win. TJ Bradley came in 2nd with Jarrod Langlois in third.

Jeff Dayger would redeem himself in the A2 main as had the lead for the first few laps, lost it to Drew Ellis on the fourth lap and then recovered it again on lap number eight where he kept it for the remainder of the race. Second place was a battle between Jim Hermann and Drew Ellis with Jim taking advantage on lap 24 to take the position leaving Drew to finish in third.

In A3, Drew Ellis led from wire to wire but not without some late race pressure put on by Jarrod Langlois. Jarrod started in 7th but was quickly up front after the first few laps and was able to stay close to second place

Peter Robinson. Jarrod was able to take the position from Peter on lap 33 and then hunt for the leader and a possible championship. Drew was able to keep his cool and held off the late race charge to take the win. Peter was the big winner however as his 3rd place finish combined with his A1 win, and his better finish in A2, earned him the title of 1/12 Stock National Champion. Drew Ellis took 2nd and Jarrod Langlois 3rd overall.

1/12th 19-Turn

This class was new for 2006 and was introduced as a way for the 1/12 scale only drivers to race a second class since it's against ROAR rules for a driver to run both stock and modified.

Top Qualifier using the best 2 of 4 rounds qualifying point format was local racer Kevin Jelich who was able to TQ in round 1 and in round 3 with his fastest TQ being a 41/8:04.689. Mike McMahon gets some bragging points however for turning the fastest single qualifier in round #4 with a 41/8:00.126

A1 main started very badly for Kevin Jelich as he went from first to last in the first lap. He was up to 6th place when he pulled his car out of the race on lap 21. On lap 5, Mike McMahon

Also on hand was Douglas Hay of RC Scoring Pro (software) to ensure that timing and d scoring were accurately tabulated.

was able to take the lead from Terry Rott and continued to turn the fastest lap times of the race as he lapped the field and cruised to victory. Terry Rott finished 2nd with Michael Bruce in 3rd.

In the A2 main, Mike McMahon was able to pass Kevin Jelich on the first lap and then proceeded to check out. Kevin Jelich held on to 2nd place but an incident on lap 26 allowed Terry Rott and Frank Calandra to pass Kevin for position. Terry Rott finished in second and Kevin Kelich was able to get a position back to finish in 3rd.

Mike McMahon clinched the championship with his two A main wins and was able to watch the last main from the bleachers. Kevin Jelich and Terry Rott traded the lead a few times but Frank Calandra Jr who had been in 3rd at the time was able to take advantage of a mistake by the leaders to take over the lead on lap number 14 and then hold it for the remainder of the race. Terry Rott finished in second and Mark Strasnick in third.

TC 19-Turn

The race for TQ was more of a clinic put on by Paul LeMieux who, with robot like consistency, was able to come out on top during each of the 4 rounds of qualifying.

To place an exclamation point on his performance, in the final round he turned the only 27 lap run for the class.

R1 – 26/5:05.022 | R2 – 26/5:04.072 | R3 – 26/5:00.793 | R4 – 27/5:10.933

A1 main was All Paul as he went wire to wire to take the win. Matt Francis got a great start and was able to take 2nd place on the second lap but was knocked to the back on lap 6 allowing Mike Dumas and Jeff Dayger to fight for the position. Mike was able to hold his P2 spot and was drafting 1 to 2 seconds behind his teammate, as Chris Tossolini, who started from 10th was able to get past Jeff Dayger to take 3rd place. The A2 main was a lot like the first one as Paul LeMieux and Mike Dumas freight trained around the track for 5 minutes. Matt Francis was not far behind in 3rd place and was ready to take advantage of any opportunity, which never occurred. Paul LeMieux wins the main and the championship with Mike Dumas right on his bumper in 2nd place and Matt Francis crossing the line just 2 seconds behind the leaders in 3rd

A3 was for second place overall as Paul LeMieux was able to sit out the last A main. Mike Dumas shot off the line and was able to avoid the carnage happening behind him. The rest of the racers sorted out their position during the first lap and Jeff Dayger

emerged in 2nd place. Chris Tossolini again was the man on the move and he was able to go from 10th to 5th on the first lap and then took 4th place away from Drew Ellis on the second lap. Tossolini was soon able to get by Ray Darroch which put him in third and in position to pressure 2nd place Jeff Dayger. On lap 15, Tossolini was able to get past Dayger to take over and hold the position. Mike Dumas won the race to clinch 2nd overall followed by Chris Tossolini who finished 3rd overall

The race for TQ was more of a clinic put on by Paul LeMieux who, with robot like consistency was able to come out on top during each of the 4 rounds of qualifying.

TC Modified Paul LeMieux continued his domination and secured the TQ by setting fast time for 3 of the 4 rounds of qualifying. In the second round Paul turned a 27/5:05.336 but Chris Tossolini edged him out with 27/5:03.130 Paul would seal the deal however in the final round by turning the only 28 lap run with 28/5:11.406 to earn him Top Qualifier.

At the start of the A1 main it looked like it might be another runaway for Paul LeMieux. Matt Francis and Mike Blackstock survived the first lap sorting to settle in at 2nd and 3rd place respectively. On lap number four, Paul made a rare mistake and the crowd of spectators went completely wild as hometown

hero Matt Francis took over the lead. Paul would not be deterred however as on the very next lap, he made a move to the inside of Matt on the sweeper going into the infield. Francis seemed surprised at this aggressive move and did his best to block the pass but couldn't shut the door quick enough. Third place Mike Blackstock tried to take advantage and stuck his nose inside as Matt and Paul battled for position going into the chicane. Matt Francis and Mike Blackstock tangled and Matt got pushed to the side as the rest of the pack shot past him. Paul held a solid lead for the rest of the race over second place Chris Tossolini and Billy Easton who had made his way into third.

At the start of the A2 main Paul LeMieux leapt into the lead at the buzzer followed closely by Chris Tossolini. Matt Francis got punted in the second lap and was moved to the back of the field allowing Mike Dumas to move into third place. Chris Tossolini quickly clicked off the fastest laps of the race to eliminate the two second lead and placed him right at Paul LeMieux's back bumper. For the next 4 minutes, they would be in the closest, most intense race ever I have ever witnessed. The rest of the pack was far behind but there was never larger than a 4-foot gap between the two leaders. The crowd of racers and spectators around the track were going insane as Paul and Chris traded places several times in a single lap. With the national championship on the line, and time running out, both racers gave everything they had. On the final lap, LeMieux again passed Tossolini in the triangle sections be-

fore the straightaway but Tossolini bumped his way inside on the last corner to make it a drag race to the finish line. It was not immediately clear who had won until the race computer was checked and it was announced that Chris Tossolini had won the main by just .027 of a second which meant the championship would be decided in the third and final A main. The excitement in the air was tangible as everyone in the building went quiet for the start of the A3 main. Barry Baker from Team Associated was on the microphone to call the race and several hundred spectators were able to listen live over the internet as well. As the race started, Paul LeMieux and Chris Tossolini started cleanly with Ralph Burch ending up in third after the second lap. All eyes were on the leaders in their final battle for the championship. Tossolini again was able to eliminate LeMieux's lead and made his first pass for the lead on lap 10. They would battle back and forth for a few laps until Paul LeMieux unintentionally drove into the back of Tossolini's car just in front of the drivers stand. The crowd's gasp was quickly drowned out by applause as Paul LeMieux, in a fine show of sportsmanship, waited for Tossolini to retake his position. The battle continued right until the last lap when Tossolini made a slight mistake coming through the chicane that almost cost him the championship. Chris was able to correct quickly and keep Paul behind him to finish the race in the lead and win the National Championship. Ralph Burch finished third in the main and third overall as well.

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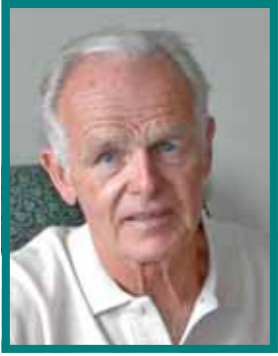
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ROAR sanctioned race or a practice for such a race. The club/track is an additional insured on the member policy.

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. This applies to ROAR sanctioned races and practices and basically applies to accidents directly related to the operation of an R/C 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 bummer 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 increased compared to a few years ago, primarily because the insurance industry is experiencing more lawsuits and larger damage awards for liability claims in general.

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 here in Rev-Up under your Region report), and that everyone participating in your club events is a ROAR member. **It's cheap insurance.**

Our ROAR membership statistics indicate that many members reading this issue are new this year and are reading the June issue of Rev-Up 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. 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 racing 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

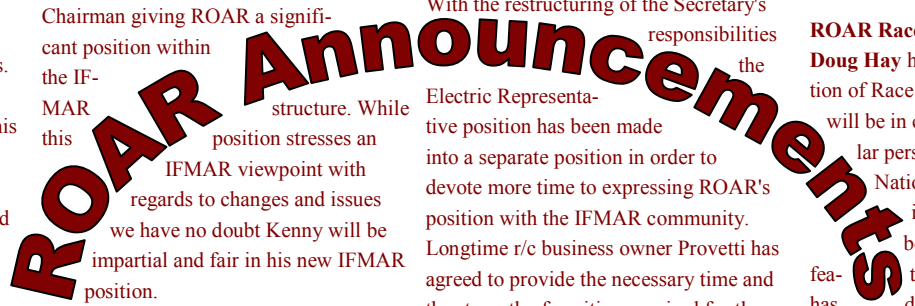
ROAR Promotions Director
Adrian Martinez has been appointed to the ExCom as the new Promotions Director. Adrian promises to bring more excitement and even greater expanded ROAR communication to the members. He replaces Dawn Sanchez who was named ROAR Vice President earlier this year. Dawn's work in this position has been invaluable and Adrian expects to add to an already improved website and enhanced ROAR image. Adrian has been in the r/c field for many years. While his involvement has been primarily electric racing he has raced some fuel classes and enjoys all aspects of r/c racing. The ExCom has no doubt that he will prove to be a real asset to the entire ROAR organization.

IFMAR Electric Chairman
 Congratulations to **Kenny Bergschulz** on his election to IFMAR Electric Section Chairman giving ROAR a significant position within the IFMAR structure. While this position stresses an IFMAR viewpoint with regards to changes and issues we have no doubt Kenny will be impartial and fair in his new IFMAR position. Kenny will also continue in his present position on the ExCom as National Track Director in which he has made significant strides in the area of shoring up ROAR's regional directorships and providing a very thorough Regional Directors' Manual.

IFMAR Electric Representative
Ernie Provetti named IFMAR Electric Representative. With the restructuring of the Secretary's responsibilities the Electric Representative position has been made into a separate position in order to devote more time to expressing ROAR's position with the IFMAR community. Longtime r/c business owner Provetti has agreed to provide the necessary time and the strength of position required for the upcoming IFMAR electric issues. The ExCom has every confidence that Ernie's experience will enable him to express and defend ROAR's position regarding these issues as well as initiating ROAR legislation in future IFMAR electric matters. The

IFMAR Electric and Fuel Representatives both support the President and keep the ExCom informed of significant IFMAR developments.

ROAR Race Management Director
Doug Hay has been appointed to the new position of Race Management Director. The RMD will be in charge of arranging for the particular personnel who will manage ROAR's National events. Doug has been involved in numerous ROAR Nationals and has been significant in introducing useful features to these events as well. Doug has demonstrated a very thorough working knowledge of race management and scoring and ROAR is fortunate that he has stepped forward to make the ROAR Nationals an even better experience. Doug will be working closely with the ExCom and we look forward to his help.





Time has arrived to address bids for the 2007 ROAR national championship events. I request all interested parties develop their bids and forward them to me. My mailing address is located in this issue as well as on the ROAR website. Another method is to send an electronic copy to my email, which is also located in the two aforementioned places. The Nationals Guidelines indicate that bids must be received by June 30, 2006. That is a departure from the 2005 guidelines because ROAR wanted more time to review the bids. I am extending that period to July 31, 2006 because this request for bids is too close to the June date.

The intention of ROAR is that all 2007 events, except oval and fifth scale, will use the newly developed Race Management Team (RMT). This team is hired by ROAR to execute the events, including scoring, announcing and the important areas of technical inspection and referee. There is a set of Nationals Guidelines to cover the RMT process in the rules section of the ROAR website. Please contact me for clarification of the RMT Nationals Guidelines and answers to other questions you may have. This will also give us a chance to discuss deviations that you may want to request.

The national championship events are broken up into categories, off road and on road. These two categories are further broken down into electric and fuel. Additional breakdowns are as follows:

Electric On road – This subcategory is broken down into two national events. One is for carpet on road and the second is for paved on road. Electric on road events require modified and Stock classes for 1/10 touring car and modified 1/12 scale cars. Classes for 19T Super Stock for both 1/10 touring car and 1/12 scale as well as stock 1/12 scale are encouraged.

Electric Off road – This subcategory is also broken down into two national events. One is for stock power and the second is for modified power. The modified event has classes for

2WD buggy and truck and 4WD buggy. The stock event has classes for the same vehicles, but they use both the 19 turn Super Stock motors and ROAR 27 turn stock motors.

Fuel On road – This subcategory is broken down into three national events. One is for 1/8 scale and the second is for 1/10 scale. The 1/8 Open On road is required and 1/8 Masters On road class is encouraged for the 1/8 Fuel On road event. The 1/10 Touring Car and 1/10 Open classes are required for the 1/10 Fuel On road event. The third event is for the 1/5 scale cars where the Super Touring Car class is required, and Grand Touring, Formula 1, and Sportsman Sedan classes are encouraged.

Fuel Off road – This subcategory is broken down into events for buggies and trucks. The off road buggy event will be for 1/8 scale fuel buggies. The off road truck event is for 1/10

scale 2WD trucks, standard monster trucks, and 1/8 scale unlimited monster trucks.

Electric Oval – The oval events are for either carpet or pavement. The required classes include stock, modified and brushless 1/10 scale and modified 1/12 scale cars. 19 turn 1/10 scale and 1/12 scale are encouraged.

ROAR has major initiatives in place to reduce costs for the entrants, the hosts and ROAR when reviewing the events listed above as stated in the current article from the President. One part of the solution is to combine several of the events into a SuperNats, when possible, so that there isn't so much traveling. It is also designed to ease the schedule. Here are the details for the SuperNats:

ROAR will combine several of the events as follows:

Electric Off road will combine the two events where the Stock Nationals and Modified Nationals will be held during the same week at the same location.

Fuel On road will combine the 1/8 and 1/10

Nationals for the same week at the same location, just as is defined for the off road event.

I request that you bid for either of these two formats, if your interest is with those events. Your facility must be available for the time needed to conduct the combined format.

A benefit for the drivers is they will only have to travel once to a particular pair of events. The drivers will still enter two separate events, even though they will be co-located. Those participating in both events must take a little more time away from home, but they only have to do it once during the year.

The two oval events, the electric on road events, the fuel off road events, and the 1/5 event will remain separated as they are now.

Please make sure your ROAR Regional Director is involved with your bid for any ROAR national championship event. It is important that he file a signed sanction request with each bid.

Another national championship has been added since my last article. We have added the 1/5 Scale Nationals to be held at the 301 Raceway in Upper Marlboro, Maryland on August 25 - 27. The owner of the facility is Chris Whitney and his race director is Bob Van Wagner. They are very enthusiastic about this event so I anticipate it will be very well done. Their new facility has an excellent racing surface, and the 1/5 scale drivers currently racing there are having a great time. I urge all 1/5 scale drivers to consider going to this one because it is shaping up to be a good event. Look for the entry form and race flyers in the magazines as well as the ROAR website.

The intention of ROAR is that all 2007 events, except oval and fifth scale, will use the newly developed Race Management Team (RMT).

David Lee, Competition Director

[Use this template as found on the website for creating your bid for a ROAR National event. It has all the necessary information for the class committees to consider your facility.](#)



On Road Fuel Class Committee

Submitted by Chairperson, Mike Myers

Proposed Rule change sent to the Executive Committee for evaluation

5.3.2 Driver categories:

5.3.2.2 When Juniors and Masters categories are run, the following rules will apply:

Juniors must be 15 years old or younger on the final day of the event

Masters must be at least 45 years old on the first day of qualifying.

At level 4 events, proof of age is required for entry in the Juniors or Masters categories. Proof of age for Juniors is provided by means of a Birth Certificate, and for Masters by means of a government- issued ID or Driver's License.

At Level 4 events, Juniors and Masters may enter other classes in the open category, but not in the same vehicle type.

Off Road Electric Class Committee

Submitted by Chairperson, Sean Sanchez

Hello members and thanks for reading,

Being on this committee has brought lots of challenging suggestions and proposal to the competition of ROAR. Our committee has debated over numerous topics that include Brushed and Brushless, Masters Class, Lithium Polymer Batteries, NMIH batteries, Modified motor dimensions, and lastly a topic that I would like your help with for suggestions... The possibility of combining Modified and Stock Off-Road Nationals once again to bring back the glory days of the event.

The suggestion includes the possibility of increasing the amount of entries for the event up to 400, running Stock and Modified classes on separate days, into a four day event that would start on Thursday. Meaning that Stock qualifiers would run on Thursday, Mod quals on Friday, Stock Mains on Saturday and Mod mains on Sunday.

There are lots of reasons for a suggestion like this but one of the most important in my opinion would be to cut back on the ever growing amount of nationals within ROAR today and that coupled with the increasing amount of quality races throughout the country making scheduling a difficult and sometimes impossible thing to do. In this day in age it is really hard to find the right weekend without imposing on another race. This year marks the first time ever that two DIFFERENT ROAR nationals are going to be run on the same weekend. Which in my opinion is not good for the membership or racing. But every effort was made to try and not do this and the end result was there was no other choice.

Now I have a lot of reasons for this and could go on all day long explaining them to you, but I really don't want to start a novel with this article. I do however want to say this, ROAR Stock And Mod Nationals haven't been the biggest of races, as a matter of fact, I have been to larger Regionals then some of the Stock nationals. I don't know if that is all a bad thing, but it seemed to me that the race simply didn't generate the excitement that say a Cactus Classic or a Hot Rod Shootout would. In my opinion, with some of the lacking "Excitement" this simply make the race not that appealing anymore.

On top of that, the Modified Nationals hasn't been all that fun either. But that particular race always brings out the pro's, which helps out.

With all that said, I would like to part this as a message to members reading this and ask for any suggestions that you may have. Please send me any comments to ssanchz1@cox.net and please include if you think this would be a good thing or a bad thing to do and I will be sure to forward any info you bring to the rest of the committee members for our discussions.

Bodies

1/10 NEXTEL CUP BANDIT RC BTP5003

1/8 LMP KYOSHO DOME S101-HB 31486

1/10 T2 TOURING CAR (190MM) PARMA M-TYPE 10220

1/10 .12 FUEL TOURING (200MM) TEAM LOSI LOSA8080

Expires

02/24/2009

Conditional-IFMAR

05/18/2009

05/24/2009

Motors Approved

Modified Trinity Epic Cobalt2,blue can,AlumEB,square brush,w/D1,D2,D4 blank

Modified Trinity Epic Cobalt2Ver2,silver can,AlumEB,ellipse brushw/D1,D2,D4 blank

Modified/Reedy/Yokomo/Ti06,Gray Can,Grey EB,SU Br,.300com,4.3&5.6mm web blanks

Modified Team Checkpoint Checkpoint Black can,PlasticEB in Blk,4.5 Rnd.Br.3 Blnks,3.5,4.3,5.6mm web

Modified Team Checkpoint Checkpoint Blank, Al EB in Blk, 4.5 Rnd.Brush, 3 Blnks 3.5,4.3,5.6mm web

Product Approvals

Overall, I have to say that Kenny Bergschultz is doing a good job at keeping a line open to the Region Directors. In the past, we have been on our own - ignored even. The Region Directors are the front line of ROAR. It is reassuring that we now have someone who is working with us. This is clearly Kenny's initiative and kudos to him.

I will start compiling the 2007 schedule in July. Please contact me if you are interested in hosting races in 2007. This will be on a first come, first serve basis.

Sanctioned racing will resume in the later part of the summer and early fall. So unfortunately there are no race reports this time.

RC Excitement <http://www.rcexcitement.com/index.html> is one of the regions facilities hosting sanctioned racing this year. In my interaction with the owners and representatives, I find them to be true hobbyists. Here is some information about them:

R/C Excitement is the premier Radio Controlled car raceway in New England, Our THREE different tracks have something for everyone. From nitro monster trucks on our outdoor motocross style track, to on road speed demons on our challenging indoor carpet track there is always something going on.

Nitro season has begun!

The nitro season is in full swing at RCE. After all of the rains of the spring, we have finally settled into a more "nitro friendly" weather pattern. The track is built, and ready to go. Why not come down some Sunday and take a whirl on the dirt. RC Excitement has been awarded ROAR Regional races in both Electric and Nitro for this year, and there is already a full calendar of our famous trophy races. For more information, please check out the forum and stay up to date <http://rcexcitement.handruin.com/>

Lend a hand...

With this summer shaping up to be one of the best on record at RCE it is encouraging to see the amount of new faces on the tracks. Everyone from elementary school aged children all the way up to retirees have been seen racing. With the new clientele entering the building, why not lend a hand to one of the "newbie's" and give some advice.

Region 1 Director

[Chris Raffaelli](#)



Our shop is staffed by people with knowledge and experience in the R/C hobby.

Our inventory consists of the most advanced Radio Controlled racing vehicles and accessories available. We also stock all items needed to get you started.



Here is just a small sampling of the manufacturers that we currently stock products from. Please call or [E-Mail](#) if you are looking for something not on the list. If we don't currently have it in stock, we can usually get it in 3 days or less.

Outdoor Off-Road

- 150'X80' Spacious layout
- Moto-X style
- Challenging elevation changes
- Spacious shaded drivers stand
- AMBrc Transponder system
- Designed by drivers, for drivers
- Classes: Nitro Monster Truck, 1/8 Scale Buggy, Stadium Truck, Electric Stadium Trucks and Buggies



Indoor On-Road

- 75'X50'
- Challenging varied layouts
- Grey Ozite carpeting
- AMBrc Transponder system
- Paragon Ground Effects permitted
- Classes: 1/12 Scale, 1/10 Scale Sedan, Pan Sedan, 1/18 Scale Trucks



Region 2

Region 2 Director

[Carl Giordano](#)

Hello Region 2 members... Well spring is upon us which means time to move the racing outdoors. I'm very please to report that **Kevin Boyle** has offered to serve as the Region 2 Off-Road Director. Kevin is very active in both the electric and fuel off-road racing scene and will provide a face for ROAR at our sanctioned off-road events. He is actively coordinating the Region 2 off-road regional championship events and we should have dates and locations within the next few weeks. He help is greatly appreciated as my schedule does not provide me with enough time to coordinate and attend all regional on-road and off-road events. Another great announcement... **Region 2 is hosting the 2006 1/5th scale ROAR Nationals at 301 Raceway, August 25-27th.**

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

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

301 Raceway: (as provided within the bid to host the 2006 1/5th Nationals)

301 Raceway is a brand new world class racing facility in Maryland which is eager to support ROAR and promote R/C racing in any way it can. Owners Chris Whitney and Sandra Longs have consulted with some of the best minds in radio controlled racing to create what is destined to become the premier R/C racing venue in the U.S, and perhaps the world!

Retired NBA star Chris Whitney (see http://www.nba.com/playerfile/chris_whitney/) has lived in the area for many years, and is currently active in community support and charitable organizations. He is now applying his considerable energy and drive towards his newest love, R/C racing. His partner Sandra Longs is the workhorse of this dynamic duo, providing keen business sense and tireless effort toward securing the business arrangements needed to build their world-class racing facility and hobby store. 301 Raceway is located at the intersection of Moores Rd. and Rt. 5 in Brandywine, Maryland. The track is only 10 minutes outside the D.C. beltway and less than 1/2 hour from downtown Washington D.C.

The track is 250' x 130'. Minimum lane width is 15'. Typical racing track length is 1000'. Inside lane dividers are 2"x4" wood boards with low fabricated metal berms or flexible plastic in the corners. The wood 2x4's are not at the apex of any corner, but connect the corner pieces. Outside track wall is 8" high wood barrier around the whole track. Surrounding the outside barrier on three sides is an 8' high wood privacy fence, and the fourth side (parking lot side) has a 4' high chain link fence. All track barriers are secured to the asphalt with bolts inserted into holes drilled into the surface. The track features several sections that can be open and closed to provide layouts with varying degrees of difficulty. The track surface is fine grade asphalt coated each race day with a mix of Castor Oil, Alcohol, and Mountain Dew to provide added traction. The drivers stand is constructed of wood on top of a 40' long shipping container. There is a 120' gradual ramp along the back which leads to the top and an extended section for wheelchairs on the right side making it fully handicap accessible. A four foot railing surrounds the entire driver's area, and is covered with a tarp roof supported by a metal frame. There is room for 15 drivers. The grill is fired up every race day, and plenty food of cold drinks are for sale. For photos of this world-class facility, please visit: <http://www.301raceway.com/>



Safety concerns and a reminder:

A few weeks ago, Martin Crisp started a forum on www.rctech.net which basically highlighted the dangers of certain chemicals we use in RC, questioned if manufacturers have a responsibility to make users aware of the chemical ingredients used in their products and pointed out some of the potential side effects / health risks. I took this forum seriously, as I've recently went through a number of precautionary tests to rule out some serious medical conditions. Fortunately, all tests came back negative, however the increase in migraine / cluster headaches and occasional blurry vision is still unexplainable (except it seems to occur more frequently after working with certain chemical products???)

With that said, I will exercise extreme caution when exposed to chemicals until safer products become readily available. I hope those reading this will take this as seriously and exercise caution when using any chemical products.

For me extra precautions mean:

The use of solvent resistant gloves (Nitril - blue glove sold a Home-Depot)

The use of a fan around my pit area to improve air circulation (even outdoors)

When indoors, pit as close to a ventilation system or open door way and take a few minutes between rounds to go outside

All traction compounds and chemical products when not in use will be stored in zip lock bag even while at a race

Protective eye wear

A hand cleaner or "wet ones" used frequently throughout the day

Use of non-lead based solder

A high-quality mask while having to pit for someone and working with exhaust fumes.

I hope this serves as a reminder to all racers to exercise caution while working with chemicals to minimize unnecessary exposure. Enjoy Racing!!!



2004 Region 2 Champions:

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

2005 Region 2 Champions:

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

2006 Region 2 Champions:

1/10 th 19T Electric Carpet Sedan J	Jason Schreffler
1/10 th Stock Electric Carpet Sedan	Jeff Cuffs

2006 Regional Event Updates:

To date, I've only received some interest from a few tracks to hold regional events. The following is a schedule of the Regional events for 2006.

- March 26: 1/10 & 1/12 Electric Carpet Regional @ Horsham R/C
www.horshamracing.com
- May 21: 1/8th Fuel On-Road Regional @ VORRA Club
1/10th VA State Fuel On-Road Championship
www.vorra.org
- July 8-9: 1/10th Fuel On-Road Regional @ 301 Raceway
www.cwhits.com
- August 25-27: 1/5th Scale NATIONALS @ 301 Raceway
www.cwhits.com
- September 16-17: East Coast Nitro Championship @ 301 Raceway
(level 4 event) 1/8th & 1/10th Fuel On-Road
www.cwhits.com
- Date & Location TBD: 1/12th & 1/10th Electric On-Road Regional
- Date & Location TBD: 1/10th & 1/8th Fuel Off-Road Regional
- Date & Location TBD: 1/10th Electric Off-Road Regional

March 26th, "Horsham Raceway" in Horsham PA, hosted the 2006 Region 2 Carpet On-Road Regional Championship

The track was open for practice on Friday and ran its normal club race on Saturday which served as additional practice time for Sunday's events. Three rounds of qualifying were held on Sunday and the mains started late Sunday afternoon. The event attracted over 90 entries in total, with 58 registered stock sedan entries.

To no ones surprise Jeff Cuffs was on point all weekend and ran all 3 classes available; 1/12th stock, 19T Sedan and Stock Sedan. The highlight of the race event unfolded during the last A-Main to be run, 19T Sedan. Up until this point, Jeff Cuffs had easily won the 1/12th stock A-main by finishing a lap over 2nd place, Scooby Horton and 3rd place, Dennis Storti. In stock sedan, Jeff Cuffs was chased hard by Jason Schreffler and Dan Hartman and in the end won by less than 3 seconds over Jason and 12 seconds over Dan. So now the stage was set for a Region 2 Regional Championship "hat-trick" for Jeff Cuffs.

However, confusion and a miscue at the start of the 19T A-Main resulted in a false start with horrible results. The rear suspension of Ray Darroch's RDX was destroyed. The race was delayed by approximately 15 minutes to provide enough time to those racers who needed to make repairs to their cars.

At the restart, all racers cleared the grid without incident. A freight train quickly developed with Cuffs, Schreffler, Hartman, Xavier and Fairtrace battling for positions. 3-minutes into the race, Jason Schreffler started to apply pressure to Jeff. It was obvious there were certain areas on the track which Jason had a handling advantage.

Jeff's combination of precise driving and ballistic speed on the straight-away kept Jason from capitalizing on any such advantage. From my perspective, unless Jeff made a mistake, overtaking his lead position was going to be impossible. With less than a minute to go, while both Jeff and Jason exited the tight "S" section left of the drivers stand, the rear of Jeff's car got sideways, just enough for Jason to gain the inside corner advantage and position himself for the faster line in the upcoming corner leading to the straight-away.

For the next 3 laps, Jason was able to maintain his position over Jeff and became the Region 2 19T Sedan Champion by 3 tenths of a second.

What a great finish to a long but very successful Region 2 event.

STOCK SEDAN - F Main: Bill Dolch, Steve Janson, Chris Schnell, Dave March, Larry Twenty, Joe Thomas, Bill Wilson, Merrill Myers

STOCK SEDAN - E Main: Andy Castellini, Ken Feather, Joe Hose, James Cramer, Bob Barry, Darryl Lee, Andrew Frosh, Steve Davis, Sweekuan Wong, Buck Butler

STOCK SEDAN - D Main: Donna Debalse, Bob Chartos, Andy Rhodes, Patrick Connors, Bob Walker, Ernie Carter, Michael Mok, Mike Major, Ken Ivanovitz, Fred Henshel

STOCK SEDAN - C Main: DJ Crammer, Brain Prendergast, Kyle Majikas, John Sarquis, Isaac Wilson, Andrew Smith,

STOCK SEDAN - B Main: Mike McBride, Danny Jenkins, Steve Bahnatka, Jeff Bagamaspad, Paul Cramer, Tim Vause, Scooby Horton, Kris Preisinger, Sal Amato, Dennis Storti

STOCK SEDAN - A Main: Jeff Cuffs, Jason Schreffler, Dan Hartman, Jason Swift, Tim Getshell, David Young, Robbie Dodge, Larry Fairtrace, Pat Clark, Craig Xavier

1/12 STOCK - B Main: Dave Todd, Joe Hose, Fred Henschel, Andy Rhodes, Paul Cramer, Merrill Myers, Jason Swift

1/12 STOCK - A Main: Jeff Cuffs, Scooby Horton, Dennis Storti, Mike Mulherin, Andrew Smith, Sal Amato, Andy Castellini, Steve Bahnatka

19 TURN SEDAN - A Main: Jason Schreffler, Jeff Cuffs, Ray Darroch, Dennis Storti, Tim Vause, Tom Lane, Kevin Boyle, Larry Fairtrace, Craig Xavier, Bob Barry

Region 2

ROAR Region 2 Carpet On Road Championship

The weekend of March 26th, "Horsham Raceway" in Horsham PA, hosted the 2006 Region 2 Carpet On-Road Regional Championship which I attended to tech all equipment. The event was promoted heavily on RC Tech and throughout the region and attracted some of the top drivers all along the east coast.

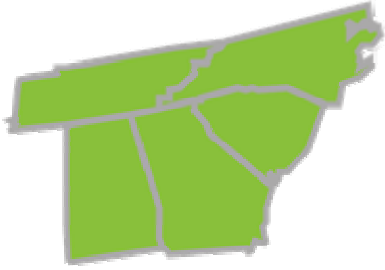
A special thank you and recognition goes to:

Latif Michail from Trinity for his commitment to "MC" the event. An outstanding job calling the play-by-play action for all the qualifiers and mains and keeping the program moving smoothly.

David Young, Ian Keane, Terry Laible, Jay Noce, Zack Repp, Travis Repp, Skyler Littleaxe, and Brain Strecker.



Region 3



Region 3 Director

Brandon Melton



RESULTS FOR 2006 CARPET OVAL NATIONALS HELD AT SANDHILLS RACEWAY

I would like to the time to introduce myself to the region. My name is Brandon Melton and I have accepted the position as region 3 director. I have been a supporter of ROAR races at the state, region, and national level for the past several years. I look forward to working with area tracks to promote more of these events over the next year.

The next ROAR event that is scheduled within region 3 is the 1/8 off-road nationals to be held at the Farm 2 located in Charlotte, NC. The Farm 2 is nationally recognized for its well maintained and challenging layout. The track has the ability to run different layouts for each event held there, and will feature a large super cross style track for the nationals. I would like to encourage all 1/8 racers to attend this event and challenge yourself against the best racers in the country and the track alike. The Farm 2 has a well experienced race crew, so it's sure to be an enjoyable time had by all. More information can be found at www.thefarm2.com for scheduling and fees. (editors note: link provided below for entry form.)

I am also working with a couple of new on-road tracks in NC and SC in becoming ROAR sanctioned tracks, and each have expressed interest in hosting state and regional championships. We look forward to promoting these events toward the end of summer. As more details are worked out, the information will be released to clubs and tracks around the area for support of these events.

Lastly, I would like to encourage all member tracks who have not yet submitted requests or sanction forms for events they would like to hold for 2006 to do so ASAP. It would help the racers and promoters to put on the best races possible for us to get a schedule for the year ironed out and in place.

I look forward to trying to grow the status of region 3 into a region with national recognition for having talented racers, as well as tracks that are capable of doing great things. Region 3 will have hosted 2 nationals at the end of 2006, and hopes to be included in other nationals events over the next few years, and this can only be made possible by member support, and tracks who strive to give the racers places to have these events.

2006 Georgia State Championships presented by: **Phil Hurd Raceway** (S.C.O.R.E.) in Savannah, GA

4wd Mod

1st Chris Cooper (TQ)

Stock Buggy

1st Tater Melton (TQ)

2nd Jamie Spurgin

Stock Truck

1st Randy Ellis (TQ)

2nd Pres Ilog

3rd Jimmy Austin

4th Donnie Logan

5th Chris Cooper

Novice

1st Nicholas Riemer

2nd Garrett Wier II (TQ)

Mod Buggy

1st Keith Manton (TQ)

2nd Jason Brown

3rd Courtney Morrison

4th Chris Yarborough

5th James VanHook

6th Jared Hinkle

7th Preston Swann

8th Rich Bratton

9th Steven Hicox

Mod Truck

1st Jason Brown (TQ)

2nd Chris Seeba

3rd Tim Smith

4th Tater Melton

Standard MT

1st Mark "Raptor" Kobisk (TQ)

2nd Christopher Fail

3rd Charles Yates

Gas Truck

1st Ryan Eckert (TQ)

2nd Leon McIntosh

3rd Keith Manton

4th Matt Mehring

5th Tim Smith

6th Tony Ford

7th Joe McDonie (bumped up from B)

8th Jason Brown

9th David Farmer

10th Jared Hinkle (bumped up from B)

Standard MT

1st Mark "Raptor" Kobisk (TQ)

2nd Christopher Fail

3rd Charles Yates

Unlimited MT

1st Jeff Keeton

2nd Bobby Phillips

3rd Patrick Rossiter

4th Ryan Eckert (TQ)

5th Thomas Evans

6th Joey "Batman" Perez

7th Bubba Ryan

8th Michael Riemer (bumped up from B)

9th Desmond Shrivner (bumped up from B)

10th Charlie Brown

1/8 Scale

1st Ryan Eckert (TQ)

2nd Adrian Johnson

3rd Rusty Mihelich

4th Bubba Ryan

5th Jeff Keeton

6th Mark "Raptor" Kobisk

7th Matt Mehring (bumped up from B)

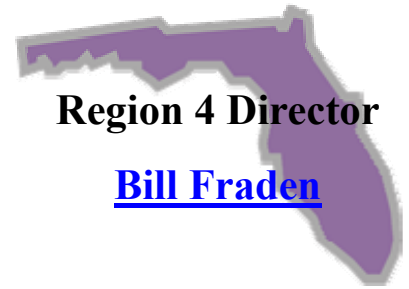
8th Bobby Phillips

9th Leon McIntosh

10th Ralph Walters (bumped up from B)

2006 Off Road Fuel Buggy Nationals Entry Form

Region 4



Region 4 Director

[Bill Fraden](#)



ASSISTANT DIRECTORS

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

Once again time to write my report only this time it's a little more difficult with a half a right hand (it's broken). I've also got many things to report on. I finally sent my letter off to everyone in Roar about my electric ideas. I've gotten a few responses. For the Nitro guys I'm sorry I'm such an electric guy as Nitro isn't my thing. But if any of you have an idea send it my way. I just don't know that much about Nitro as I don't like tuning the engines but I like the run time. Now with better batteries and brushless motors I get to run longer. One of my suggestions was longer run time for us electric guys. With better batteries here and coming we should get better run times. In the on-road electric series we are experimenting with longer stock Touring Car run times of 6 minutes. I also think the 19t class should also do the same. So far in the series I have not heard anything but positive things. Back in the dark ages (when I started racing) all we had was 1200's. Now we've got legal 3800's and what are they up to non-roar (4300's). The run times in ROAR has not changed for quite awhile. I would like to see 6 minutes maybe 7 in stock and 19t Touring. As for 1/12th 19t I would like to see maybe 10 minutes. To make up the time it takes to run at the Nationals I would like to see the elimination of the AAA mains. I hear this is an IF-MAR requirement. What other form

or racing uses three rounds of racing to determine a winner? I don't think the AAA mains should be used in the region races. I'm also asking the region races host not to use this format. After all some times trying to come up with batteries for more than one class in a region race is very difficult. Face it most enter more that one class. Then there is the charging of all these batteries. Well there you have it for my longer run times in electric. My other proposal was an equivalent brushless stock and 19t motor. So far only one company has taking me up and that is Novak. After talking with Bob Novak he sent me two motors and ESC to try out. Some of the controversy at the state race in Orlando but it was announced at the drivers meeting and no one said a thing. Before the race I told our state director what I was doing and said I was running but not for point's. One person complained af-

ter each of my heat races and the main. His complaint, I was in the way of the others and I was talking away points from others. I was in the D main which I won. The second place car was given the win and I was never in the way of anyone...

What other form of racing uses three rounds to determine a winner? I don't think AAA mains should be used in region races. I'm also asking the region races host not to use this format.

I asked. Besides the complaint that it is NOT ROAR legal - neither is the 6 minute qualifiers and mains in stock TC. Through the years of running in the series I've seen many thing tried in the series and hardly ever announced. Any of the few of use that have raced that long has. Take Composite Craft how many times would there team have cars or chassis parts not available to the public? In Touring cars how many cars have you seen that weren't available. Several that I have seen. Trying to run a

brushless motor again a brushed motor is again the same thing. As long as it is close so everyone does not have to go run to your local hobby shop and get these just to compete. That's the purpose of this -that's all. What I've found out the two I have one- was just a little faster and one was a little slower. They will be going back to Novak this week and a motor in the middle of those two will be sent to me to try. I can say it great not having to cut the coms or put new brushes and spring after a couple of runs. Brushless is coming and I want Florida to be the leader it always has been. Back when the 1/10th pan cars came out we raced them 5 minutes -stock motors and 7 cells. Roar came back a year later and said stock and mod-6 cells and 4 minutes. It took about 10 years before we again started the 5 minutes in stock pan cars in the series. It was strange racing a National in Naples Florida having all the Florida guys going back to 4 minutes. The following year Roar went to 5 minutes. Go to the series history and see for yourself what we've done.

REGION 4 TRACK INFORMATION CAN BE LOCATED AT <http://www.roarracing.com/region4.php>

News Release

April, 2006

After a very successful 6 month run, Radio Control Racing at the Englewood Sports Complex is on the move again. The hobby/sport for those with the need for speed has drawn more than 250 individual racers to the Complex, not only local and the surrounding towns but also drivers from Ft. Myers to Tampa, most of the races have been standing room only for the spectators who have totaled well over two

thousand.

The Sarasota Association of Radio Control Auto Racers, SARCAR, (like NASCAR only smaller cars,) has completed the crash walls for a "temporary" race course on two tennis courts at the Englewood Recreation Center. This new high visibility track, more than twice the size of the one at the Complex, includes a Daytona type oval with a road course in the center, bleachers have been brought in and the new track is large enough for racers bring their vehicles up to their full speed, these little nitro methane and battery powered cars and trucks are capable of speeds up to 60 MPH. Next on SARCAR's agenda will be the purchase of a transponder lap timing

system similar to the ones used by NASCAR, it is hoped that Sarasota County will respond to the needs of this type of recreation.

This Saturday, April 22nd from Noon until 9 PM, the new track will be open to anyone, any age with a RC car or truck to try out and enjoy. It's FREE and ready for everyone to enjoy the excitement and thrills of realistic auto racing where the driver never gets hurt. As soon as a few more items are completed, the track will be made available for free public use at posted dates and times, updated information will soon be available on SARCAR's new web site

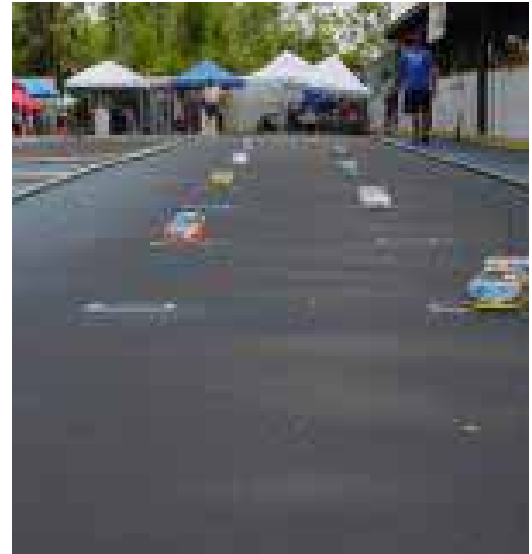
presently under development.

There is a lot of parking in the Recreation Center at the end of Orange Street off Dearborn Street. SARCAR will pick up its Spring Championship points series racing on Saturday April 29th. On Race Days the track will open for free public use and practice from Noon until 3 PM. From 3 PM to 5 PM the track will be open to practice for registered racers only. Racing begins at 6 PM.

For more information or directions to the track, Phone the Englewood Sports Complex at 941 861 1980 or E Mail saRCarInc@aol.com

Region 4

Dateline Superior Hobbies for the FSEARA Series April,2006: If you want to find out the points just go to the website at www.fseara.org. The Manufacturers Championship is also listed. Eric Anderson from EA Motorsports came down for the race along with Chris Tosolini from Team Corally. We had another big turnout for the series with some exciting races. As I said earlier I had an experimental brushless stock motor (14.5 and a 12.5). It's different not having to do any motor work between rounds. One of the most exciting races of the weekend was between Scott Meeks and Tony Padilla in the *A main Stock Touring*. The weekends T.Q was Scott Meeks but Tony ended up with the win at the last turn, Jeff Flassig came in 3rd.



TC Stock B Main TC Stock C Main TC Stock D Main TC Stock E Main

Roly Cusine	Roberto Falcon	Rashad Hyndman	David Stephenson
Rob Bowser	Chris Paton	John Beck	David Haddock
Kyle Calkins	David Quevedo	Will Cunningham	Lynn Munno

Novice Stock	<i>TC 19t A Main</i>	<i>TC 19t B Main</i>	<i>TC 19t C Main</i>
Stephen Paton	TJ Bradley	Eddie Shaffer	Will Cunningham
Nate West	Mike Dobbs	Carl Hyndman	Toni Munno
Cesar Santiago	Steven McNichols	Art Jensen	David Stephenson

<i>12 19t A Main</i>	<i>12 19t B Main</i>	<i>TC Mod A Main</i>
Michael Bruce	Rocky Hagan	Chris Tosolini
Tim Potter	David Haddock	Jared Scott
Eddie Shaffer		Paul Wynn



Dateline Forgrass the 2005/2006 season came to a close with the traditional Sour Grapes Race held at Fort Myers Civic Center. This was their 30th season for this series. They also elected their officers for next year and they are as follows:

President – Gary Tuttle
 VP- Randy Colvin
 Treasure- Ashton Brinson
 Secretary- David Larry
 Head Tech- Linda Mahran

The Top three in the following Class Champions are:

<u>1/10th Sedan</u>	<u>1/10th Outlaw</u>	<u>1/8th Outlaw</u>
DJ Apolaro	Lance Diedrick	Paolo Morganti
Francis Lee	David Larry	Phillip Abed
Robert Maestrey	Julian Hope	Chuck Moon

As for the racing at the Sour Grapes Race the results are as follows

<u><i>1/10th Sedan A Main</i></u>	<u><i>1/10th Sedan B Main</i></u>	<u><i>1/10th Sedan C Main</i></u>
Ben Griffin	Gianni Giorgio	Trinchitells
Robert Fox	Don Oles	Joe Anderso
Peter Breton	Luke Whitaker	Juan Ragusa
<u><i>1/10th Sedan D Main</i></u>	<u><i>1/10th Outlaw A Main</i></u>	<u><i>1/8th Outlaw A Main</i></u>
Eduardo Caral	Edgar Tirado	Paolo Morganti
Denise Burton	Richard Fox	Randy Colvin
Kelly Rutterbush	Peter Breton	Roniel Regaldo
<u><i>1/8th Outlaw B Main</i></u>	<u><i>1/8th Outlaw C Main</i></u>	
Eric Carpenter	Andres Abed	
Jim Sowa	Keith Winston	
Jarrold Pilone	Gary Crumb	



Region Races Schedule for 2006:

August 5th –6th : Electric Off Road @ Sunbeam R/C Raceway-Jacksonville
August 19th -20th : Paved Oval @ HobbyWorld – Jacksonville
November 18th -19th : Electric On-Road @ Kraceway –Kissimmee
November 18th -19th : Nitro Off-Road@ Hurricane R/C @ Lutz

I'll see you at the races and remember have some fun.....Bill



Region 5 Director

Rob King



Region 5

REGION 5 TRACK INFORMATION CAN BE LOCATED AT

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

Hi Everybody! We've got some good stuff happening for all the electric off-road racers this time. Due to a "small" snafu, we had some confusion about where the off-road regional for the electric racers would be held. This has been all cleared up, and I'm happy to announce that we will have both an indoor and outdoor regional for electric off-road!

The Outdoor Regional will be held at Summit R/C, in Ft. Wayne, IN July 14-16. The Indoor Regional will be held at Planet R/C in Indianapolis, date TBA, but during the fall months. I hope that everybody will help to support two awesome tracks, and double down on the off-road action.

Please watch the calendar at <http://www.roarracing.com/regionalaces.php> for the final date on the Indoor Regional.

Also, keep an eye on the calendar for an announcement on the Fuel Off road regional, I'm hoping to have that info for you soon.

Don't forget the electric Off-road Modified Nationals will also be at Planet R/C August 10-13.

The Carpet On Road regional was held back in April at Intense Raceway Park. I want to thank Shane from IRP for holding the race and putting a great effort into the event. Everyone who came out for the race I hope had a fun time, and I want to thank you for supporting ROAR Region 5, as well as the sponsors Parma, Hurricane, Corally, Schumacher, Trinity, PRS gears and Tekin.

Stock Rubber Tire A-Main

Qualified	Fin- ish	Driver	Chassis
2	1	Ryan Pratl	Xray T2
7	2	Kuo-Jen Lin	Xray T2
5	3	Shane Reinink	Schumacher MI2 EC
4	4	Jeremy Whiting	Tamiya 415MSX
1	5	Ed Hawkins	Xray T2
6	6	Jimmy Steegan	Tamiya Evo 4
9	7	Brenton Miller	TC3
8	8	Andrew Reinink	Tamiya 415 MS
10	9	Ron Sobiski	Xray T1FK
3	10	Nick Bartolone	Tamiya 415MSX

19 Turn Sedan A-Main

Quali- fied	Fin- ish	Driver	Chassis
1	1	Brad Johnson	Xray T2
2	2	Nick Stampfel	Xray T2
4	3	Brian McGreevy	Corally RDX
3	4	Goop	Xray T2
8	5	Mike Stewart	Corally RDX
6	6	Kevin Kane	Schumacher MI2 EC
7	7	Jimmy Steegan	Tamiya 415
5	8	Damon Converse	Diggity Design XLR8

1/12 Scale Stock A-Main

Quali- fied	Fin- ish	Driver	Chassis
1	1	Kevin Kane	CRC T-Force
2	2	Mark Sweeney	CRC 3.2r
3	3	John McIntosh	Diggity Designs D12
4	4	Ray Warner	12L4

1/12 Scale Modified A-Main

Quali- fied	Fin- ish	Driver	Chassis
1	1	Dave Arnold	Speed Merchant
2	2	Fred Kellner	12L4
3	3	Brian McGreevy	Diggity Designs D12
4	4	Damon Converse	Diggity Designs D12

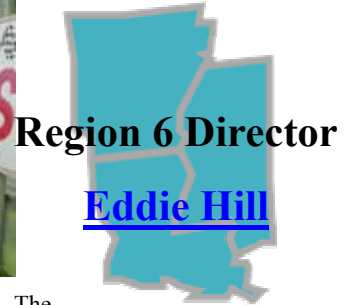
[ROAR Off Road Modified Nationals Entry Form](#)

[ROAR Open Fuel Nationals Entry Form](#)

Region 6

Spring has come to our Region in full force. Over night we have gone from heavy coats to shorts. We are seeing motorcycles and convertibles with their tops down everywhere. With two State Championships under our belts and more to come we have started the new racing season off splendidly. April 8th brought us a weekend that at best looked "iffy". The weather person said that we would be able to race, but the sky looked very threatening. The Magnolia State Off Road Championships were planned for this date and we would do the best we could with what we had. The driver turnout was great, almost to great. We had six kids sign up for Stock Truck. Three of these kids had practiced but NEVER RACED. A championship race is not the place to start a kid racing. Thinking faster than I normally do, I said to myself, self, what we need here is a "Kid" Class, and that's just what we did. We called the Class "Novice" because the name pleased the kids. You could see the relief on the faces of the adult drivers when I announced the decision at the Drivers Meeting. The funny thing was watching this class run. The kids were as serious and perhaps concentrated harder than their adult counterparts. Spectators and adult racers would surround the track to watch tomorrow's champions. This was the only class of the day that had MORE than the required number of turn marshals. The parents of these kids (ROAR members all) were required to turn marshal the next race in place of the kids. **The results of the Magnolia State Off Road Championships were:** 1/8 Buggy – TQ, Samuel Pearson; 1st, Brendon Nolan; 2nd, Samuel Pearson; 3rd, Alan Jenkins. Stock Truck – TQ, Barry Voltz; 1st, Barry Voltz; 2nd, Brendon Nolan; 3rd, Erric Irvin. Monster Truck – TQ, Daryl Lane; 1st, Daryl Lane; 2nd, Leighton Dillard; 3rd, Brad Snodgrass. Mod Truck – TQ, Terry Vaughn; 1st, Trey Brock; 2nd, Barry Voltz; 3rd, Terry Vaughn. Nitro Truck – TQ, Alan Jenkins; 1st, Pat Holliday; 2nd, Alan Jenkins; 3rd, Geremy Jones. Stock Buggy – TQ, Terry Vaughn; 1st, Terry Vaughn; 2nd, Trey Brock; 3rd, Erric Irvin.

Novice Stock Truck – TQ, Chris Dillard age 10; 1st, Chris Dillard still age 10; 2nd, A.J. Jenkins age 4; 3rd, Austin Brock age 6; 4th, Destiny Brock age 9; 5th, Hayden Gibbons age 8; 6th, Boo Snodgrass age 11. I have listed all of the entries in this class because they are all champions and were all presented awards.



As the day of this race was A.J. Jenkins' 4th Birthday, Brandi Jenkins served Birthday cake at the drivers meeting. All went well when we sang "Happy Birthday". However, when some of the adults started talking of Birthday spankings, A.J. took off and hid behind "Uncle Ed". There were a number of comments later concerning refreshments at Drivers Meetings. Everyone thought we should do this on a regular basis. Have we opened a can of worms????

The Magnolia State Paved Oval / On Road Championships were slated for April 29, 2006. The best I can say was we were facing a very gray day. The weather person promised that the wet stuff would hold off until the evening. However, we felt the first drops at 8:00 A.M. Somebody claimed that it was a low flying bird. At the Drivers Meeting (with no refreshments) it was agreed to try and make the day. During the day there were delays while we dried the tracks (we do not say the R*** word on race day).

The results of the Magnolia State Paved Oval / On Road Championships were: 4 Cell 19T Oval – TQ, Mike Seymour; 1st, Brian Dickenson; 2nd, Mike Seymour; 3rd, Eddie Beachamp (check the spelling – Be a champ). Stock Sedan – TQ, David Bates; 1st, David Bates; 2nd, Daniel Beachamp; 3rd, Bobby Credeur. Mod Sedan – TQ, David Bates; 1st, David Bates; 2nd, Bobby Credeur; 3rd, Terry Vaughn. Nitro Sedan – TQ, David Reed; 1st, David Reed; 2nd, Terrence Walker; 3rd, Milton Kelly. I am extremely proud to be associated with this group of racers. If there ever was a day that would encourage a person to be grumpy, out of sorts, or just plain

ugly, this was the day. The attitudes of this group as a whole was so over the top that it came close to making the day seem sunny. Thank you Region 6 racers. The manner in which you acted this day made me know that I did the right thing when I built the first racetrack. When all had packed up and left, and all the trashcans were emptied into the dumpster, and all the lights extinguished and the place locked up, I just looked up at the sky and said "thank you".

One last comment. The first on-line Rev-Up was great, the second issue even better, can the third issue be better still? I'll bet you it is. Way to go "Ms Editor" and thanks!!!! Yours in racing, Ed Hill (editors note: thank you!)

Here for all to see is a copy of a letter that I sent to Kenny Bergschultz:

Dear Kenny:

Hang in there!!!! Don't let the "noise" that you are receiving get you down. When Region Directors (some who can't seem to find time to write a Rev-Up article) have time to write "the whole world" and tell us how your ideas are flawed and theirs are from "the mouth of God", it makes one wonder where their priorities lie. At least you have awakened them.

I have personally heard many comments about ROAR and the direction it appears to be going from racers in my Region. All of them are good. I told Dawn Sanchez when she came to our Region on her Honeymoon that the ONLY way ROAR would ever see a National at my facility would be if ROAR brought a team to completely "run the show". Dawn commented that soon I could be surprised. I am not surprised, I am delighted.

I may have my history wrong, but I do not think IFMAR invented the Triple A Mains. As I recall, a for profit organization called NORRCA started this in the U.S. ROAR held a national vote, a very small percentage of the members voted, but the motion carried. I voted NO. Show me any other sport where the winner jumps up, gives everyone a "high five" then says "I'm going to give you guys two more tries to beat me". Sounds kind of dumb when you look at it that way.

Right now I think that you are doing a superlative job!!!! Whether or not I will always agree with you or not I cannot say. I can say however that I will support you 110% in what ever decision you make for the future of ROAR. It is very evident to me that you care more than the average member. Your heart is in the right place. You have stirred up a hornet's nest, and that's good.

Yours in racing, Ed Hill

Tomorrow's Champions

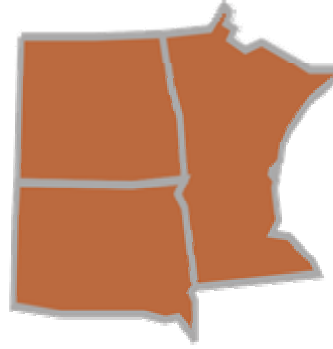


Left to right they are: A.J. Jenkins, Hayden Gibbons, Chris Dillard, Austin Brock (look at his face, he just crashed), Destiny Brock, "Boo" Snodgrass. Under the drivers stand – concerned parents.

Region 7

Region 7 Director

[Jason Mosser](#)



Hello again Region 7. The summer/fall racing season is a little over a month old now and the action is really starting to heat up. Racers all over the region are competing in a wide variety of classes with 1/8th Scale Buggy and Unlimited Stadium Truck (a.k.a. Truggy) being two of the most popular classes. Locally in Mandan, the 2WD 19Turn Buggy class looks to be the hot up-and-coming class this summer with 1/8th Scale Buggy and Unlimited Stadium Truck being traditional favorites.

I have some race date information from the LSRCC crew (Duluth, MN) as well as the PRCP group (Pingree, ND) that I would like to share. Since the last RevUP I have spoken with Gary Pauna, President of LSRCC, about the club and its activities. Gary reports that the club is around 35 members and describes them as "very dedicated racers" that participate actively in the summer offroad and winter onroad seasons. Gary also reported that this past winter season was a strong one with 19 races hosted. One points race had 64 entrants and the New Years Rumble hosted 97 entrants! Outstanding! Be sure to check out their website, <http://LSRCC.com> where you can find their forum and busy schedule.

The PRCP guys (and gals) have been busy preparing for what will be their breakout season as a club and track. You have to see the PRCP track to truly appreciate it. I hope to get some photos of it in the next few weeks and then let you all know about them in the next RevUP issue. For now, I will whet your appetite with a quick description. The PRCP track is located a few miles north of the small town of Pingree, ND literally 'on a farm'. ([http://maps.google.com/maps?f=q&hl=en&q=1399+Highway+281,+Pingree,+ND+\(PRCP+track\)&om=0](http://maps.google.com/maps?f=q&hl=en&q=1399+Highway+281,+Pingree,+ND+(PRCP+track)&om=0)) The view from the driver's stand is not only great with respect to the track but the beautiful countryside as well. The PRCP summer schedule is also finalized. ROAR sanctioned club racing will be held every Tuesday night, April through September starting at 6pm. PRCP will also be hosting a points series. The upcoming dates for that are May 20, June 24, July 29 and September 16. Every

scheduled race is weather permitting of course ... its North Dakota, LOL. For more information, contact Randy Lynn 701-285-3536 (rtlynn@daktel.com)

EDIT: Just as this article was about to be sent off I learned that the first race of this series (May 20) had to be cancelled due to a death in the family of one of the principal PRCP organizers. My thoughts are with the Lynn family in this difficult time. I was informed that this race would be re-scheduled for a later date. Keep your eye on the message board located at: <http://wwnh.net/phpBB2> for updates.

The last Region 7 ROAR related item for this issue is the preliminary announcement of the 2006 Region 7 Electric Offroad Championships to be held at Pingree R/C Park. The current tentative weekend for this race is August 25, 26 and 27. At this time it is not 100% official pending approval by ROAR officials and finalization of paperwork. Keep your eyes on the next issue of RevUP and some of the more popular message boards (rctech.net, techtalk.teamtrinity.com, rcuniverse.com, etc) for the official announcement when it can be made.

Editors note: ROAR prefers to use the ROAR website as the areas of official announcements. Click on 'regional races' for updates to region 7 events.

Also, I would like to remind all current and future sanctioned tracks in the region that 'bidding' is open for any and all ROAR State and Regional championships for 2007. If your track or club is interested in hosting such an event, please contact me as early as possible.

In other non-ROAR news, the Minnesota Offroad Nitro Series is off to a good start. Be sure to check them out at <http://www.mnmitroseries.com>

Wheels Wings-N-Hobbies (Mandan, ND) hosts weekly Wednesday and Saturday racing. Be sure to check out the forum and schedule at <http://wwnh.net>

WW-N-H will also be hosting Adam Drake for the second time in two years. This year's race will be July 1 and 2. Come on out and race with a pro!

TRC Hobby & Raceway (Tea, SD) hosts weekly races on Sunday. Check them out at <http://www.trchobby.com/>

Southside Speedway and Hobbies (Rochester, MN) hosts a busy schedule. Find more info at <http://www.everythinghobby.com/southside.php>

Twin City Hobby & Raceway (Brooklyn Park, MN) a great indoor offroad facility. More info at <http://twincityhobby.com/>

Last but not least is the Magic City R/C Racers (Billings, MT). While technically not in 'my' region many of these guys have been great supporters of R/C racing 'to the east' of their home turf. Find their ROAR sanctioned activities at <http://magiccityrc.com/>

Before I close this letter, I would like to encourage everyone in the region to support your local hobby shop to the best of your ability this summer. With a large geographical region often a good deal of travel is done to get to the track. With gasoline prices projected to hit highs never before seen, your support of the LHS is more important than ever. If you can car-pool (or suburban-pool) to a race and share the cost of gas that helps to keep everyone more involved over the summer racing season by keeping a little extra 'fun money' in your pocket which you hopefully choose to spend at the hobby shop.

As always, if you have info to share about racing activities in the region send them my way.



**Wheels Wings
-N-
Hobbies**

HOURS:
Mon-Sat 9:00am-6:00pm
Sun 12:00pm-5:00pm

LOCATION:
4018 Memorial Highway
Mandan, ND 58554
701-667-7200

Your one stop shop for all your R/C and Hobby needs!

Region 8

Region 8 Director

[Alex Sturgeon](#)

There is a lot of information to pass on to you guys, so I'll get right to it. First off, the **2006 Electric Off-road Regional** is **June 23-25**, at **Novelty RC Raceway** in Novelty, Missouri. The entry form is on the website:

www.noveltyrc.com. I am looking forward to going to this race and driving on the highway that goes to the track. If you haven't been to Novelty, you'll know what I'm talking about when you get there.

The **2006 Nitro Off-road Regional** is **July 28-30**, at **The Hobbytown USA HobbyPlex** in Omaha, NE. The entry form is on the website: www.hobbyplexraceway.com. The HobbyPlex is an amazing facility with a full hobby shop, indoor carpet track and huge off-road track. It's going to be a great time, and I can't wait to announce all the great racing.

The **2006 Paved On road Regional** is **August 12**, at the **Midwest Racers Organization** On road track in Lincoln, NE. August 13th is the rainout date. The entry form will be on the website: www.lincolnracing.com, and will include both nitro and electric classes. Let me tell you, the M.R.O. track is the bomb. It was purposely built for RC racing the last year I was there running the off-road track and has come a long way since. They've held several Heartland of America series races, and will hold a RC Pro Series race in June. The track is 190x90 feet and painted a beautiful blue and white color. Don't let all of the club's hard work go to waste.

The **2006 Missouri State Off-road Championship** has been moved to **September 2-3** at the **St Louis Dirtburners Club**. They've also done a lot of work down there including a great new driver's stand. The Dirtburners are one of our region's strongest clubs, and I'm pleased they're hosting another ROAR event.

Now, we need a track to step up and hold the paved oval regional. If you're interested e-mail me. Let's put it together and make 2006 a complete year for region 8. I have had some interest from some other tracks about some state races and once I know more I'll fill in the blanks for the next rev-up. That's about it for me, here's a race report from our Oval Assistant, Phil Beardshear.

ASSISTANT DIRECTORS

OVAL PHIL BEARDSHEAR

Fastlane Raceway in Blue Springs, Missouri hosted the 2006 ROAR Region 8 Oval championship, March 3-5. With the Midwest full of races this spring, the turnout was unfortunately low. Sixteen drivers made 23 entries in 3 classes, touring car oval, 4 cell stock, and 4-cell 4300 brushless.

The touring car class was dominated by Chuck Kleinhagen, TQing and winning by a large margin. The stock class was highly competitive. The TQ bounced around between Dustin Schorr, Shane Schmidt and Phil Beardshear, with Phil Beardshear holding on in the end with a 77/5:01.67. The brushless TQ was set in the first round by Mike Lafferty, with Phil Beardshear taking it away in round two.

Touring Car Oval A-main

1st Chuck Kleinhagen TQ

2nd Ron Harris

3rd Pat Suther

4-Cell Stock B-main

1st John Clark

2nd Larry Eichner

3rd Kevin Williams

4th Pat Suther

John Clark pulled the hole shot from the outside pole, with Larry Eichner and Kevin Williams second and third. Kevin took over second as Larry got tangled, losing a lap. Larry drove the wheels off to regain second with 30 seconds left in the race. John was gone and earned a bump up spot to the back of the A-main.

4-cell Stock A-main

1st Shane Schmidt

2nd Matt Bayless

3rd Dan Pierson

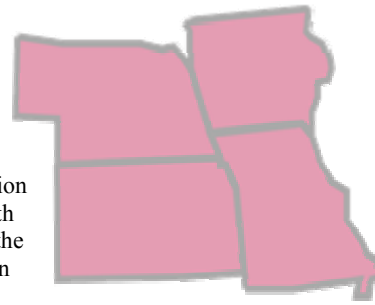
4th Dustin Schorr

5th Chuck Keinhagen

6th Phil Beardshear TQ

7th Andrew Acosta

8th John Clark



Phil, Shane, Matt, and Dan led the opening freight train. Shane took the lead when Phil went wide on the second lap. 10 laps later, Matt moved up to second when Phil went wide again. Phil tried to make a comeback, but spun on a dot to the infield. Shane rolled to the win with Matt finishing second, 1.72 seconds back, with Dan finishing just .6 of a second behind him in third.

4-cell 4300 Brushless A-main

1st Phil Beardshear TQ

2nd Craig Maline

3rd Matt Bayless

4th Larry Eichner

5th Rod Johnson

6th Kevin Williams

7th Mike Lafferty

8th Dan Pierson

9th Mike Garrett

With a 9 car main event, the main event was going to be action packed. Matt Bayless got the jump at the tone, but caught a dot 2 laps in, giving the lead to Phil with Mike Lafferty and Craig Maline in chase mode. They battled until a tangle dropped Mike to sixth, moving Matt up to third. Mike Garrett and Rod Johnson swapped fourth around until a tangle took Mike Garrett out of the race. Larry Eichner benefited, hanging on to fourth on the last lap.

A big thanks to the Crew at Fastlane for a well ran event, as well as Hurricane Motorsports, TM Tires and Hyperdrive for prizes.

Track Photos on Page 20

Region 8

DIRTBURNERS in St. Louis, Missouri



2006 Missouri State Off-road Championship is September 2-3

[St. Louis Dirtburners](#)

NOVELTY RACEWAY in Novelty, Missouri



2006 Electric Off-road Regional is June 23-25

[Novelty RC](#)

MIDWEST RACERS ORGANIZATION in Lincoln, Nebraska



2006 Paved On road Regional is August 12

[Midwest Racers Organization](#)

HOBBYPLEX in Omaha, Nebraska



2006 Nitro Off-road Regional is July 28-30

[Hobbytown HobbyPlex](#)

Region 9



Region 9 Director
Tommy Porfirio

Hello to all ROAR Region 9 members. I am proud to announce the T.O.R.C. gas off-road series. This is the first ROAR sanctioned Gas Off-Road series that I know of in Region 9. Texas Off-Road Championships or TORC will consist of 5 races. Finally, I will have some other form of racing to report on. What most racers do not take into consideration is this is the only publication that is truly read by most all manufacturers. ROAR sanctioned races are credible and if you are trying to pad your resume this championship will certainly help.

Editors Note: ROAR fully supports all forms of radio controlled racing.

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. And, of course, ROAR rules in effect.

Editors Note: with the exception of qualifying, this host will do something a little different.

Three rounds of qualifying, with rocket round. Entry fees are \$35 per class and \$25 for each other class. The first race will kick-off in Waco Texas at R.C. Raceway and Hobbies, July 15 and end at Speed Racer Hobbies in Dallas December 9. Series awards to the top 5 in each class will be handed out at the final race in Dallas.

We are currently working on Series sponsorships and will be announce in my next article. The series will be listed below. All dates are tentative and will be firmed up by next publication.

July 15	RC Raceway & Hobbies	Waco
August 12	Toys 4 Big Boys	San Antonio
September 23	Fastrak Hobbies	Houston
November 4	Discount Hobbies	Georgetown
December 9	Speed Racer Hobbies	Dallas



Action RC Speedway
The Place To Race

Founded by Jerry Hawthorne, and Operated by Jerald and Ginna Hawthorne, ACTION RC SPEEDWAY is the result of extensive research of other off-road race courses, hobby shops, and input from local racers. Our world class facility is for racing and non-racing RC enthusiasts alike!

Our race track and all amenities are focused on the needs of the racing competitor, and demands of the newest racing technology. Our race track, Hobby Shop, and Speed Shop are geared toward making your off-road racing a pleasurable experience!

Hobby Shop Hours: Sunday-12 Noon until 6 PM; CLOSED on Monday; Tuesday through Saturday 12 Noon until 8 PM.

Region 9

Texas Biggie Final Results

C-Main 200MM .12 Sedan

1. Chris Mitcham
2. Ram Arriaga
3. David Gloria

B-Main 200MM .12 Sedan

1. Kevin Shelton
2. William Middleton
3. Luka Ruperts
4. Thomas Quine
5. Samuel Bronson (bump-up)
6. Tony Montes (bump-up)
7. Rodney Owens
8. Edward Stewart
9. Richard Emde
10. Anthony Hardee

A-Main 200MM Sedan

1. Todd Bath
2. Binson Cheng
3. Chris Metheny
4. Al Guerra
5. Cody Meester
6. Jeff Parker
7. Jimmy Huynh
8. P. Guillaume Herve
9. John Pena
10. Jason Fiock
11. Tommy Porfirio
12. Ron Atomic

A-Main 200MM .12 Sedan Masters

1. Ian Pattie
2. Doug Darby
3. Herman Rodriguez
4. Eduardo Romero
5. Cliff McGee

6. Hugh McGinnis
7. Roger Bourland
8. Jason Hutchins
9. Lin Harris
10. Jerry Roberts
11. Dave Wetmore

A-Main 1/8 Spec

1. Tim Copp
2. Cliff McGee
3. Lynn Campbell
4. Charlie Junkins
5. Marcos Medina
6. Robert Brannan
7. Dell Cummings
8. Jane Dirla
9. J. Henry
10. Kirk Woods

B-Main 1/8 4WD Open Masters

1. Terry Prather
2. Hugh McGinnis

A-Main 1/8 4WD Open Masters

1. Keith Gillis
2. Charlie Junkins
3. Heinz Meyer
4. Steve McLaughlin
5. Ray Smith (bump-up)
6. Richard Brannan
7. Doug Darby (bump-up)
8. Ian Pattie
9. Eduardo Romero
10. Roman Ruperts
11. Richard Summers
12. Greg Esser

B-Main 1/8 4WD Open

1. Binson Cheng
2. Garrick Kinchen
3. Ray Smith
4. Roman Ruperts
5. Jeff Simms
6. Michael Carmody
7. Mike Queller

A-Main 1/8 4WD Open

1. Scotty Barrera
2. Terry Brown
3. Jeremy Cupps
4. Ron Gustin
5. Lou Laduca
6. Ron Atomic
7. Alan Dyches (bump-up)
8. Nathan Guidry (bump-up)
9. Brandon McNally
10. Chris Metheny
11. Dave Campbell



Region 10



Region Director

[Teresa Mott](#)

Asst Region Director

[Charlie Perez](#)

Hello Region 10,

I hope you are all enjoying the warm weather and outdoor racing. Here in Utah it has been pretty warm, and On-Road is in full swing.

Racing at MARCAR is now being held at Jenkins Middle School. You can contact Robert Ronas at Robert@marcar.org for more information.

The Region 10 On-Road Fuel Championships will be held July 8th & 9th at MARCAR. Contact Robert for more information.

The Region 10 Off-Road Championships will be held at Wyoming Modelers' Park in Riverton, Wyoming. August 18th & 19th. Contact Shannon or Julie Watts at (307) 857-0418 or (307) 851-8140 for more information, or visit their web site at www.wyomingmodelerspark.com.

See you at the Races.

Teresa Mott



Region 10 Off Road Championships - August 18 and 19, 2006

**SOUTHWEST SHOWDOWN,
APRIL 22/23, 2006 HELD AT AR-
COR RACEWAY
(ALBUQUERQUE, NEW MEXICO)
COPIED FROM WEBSITE AT
WWW.ARCORRACEWAY.COM,**

POSTED BY STEVE GRIEGO

Whew! What a weekend!

I would like to start off by thanking everyone who attended the 2nd Annual Southwest Showdown. It was a pleasure watching and racing with everyone. Special thanks to Anthony Piro and our grounds crew who quickly solved the issues from the first day of qualifying. Thanks to Bobby Davis and his crew of volunteers for their excellence in the scoring tower and on the microphone. Thanks to Dorothy Griego

and her crew for keeping us fed and hydrated all weekend. Thanks to Scott Spear for laying it down and getting the word out to the far reaches of this biz and getting people to the track. Thanks to Steve Garcia and Sav-On Drugs and Hobbies for keeping us running all weekend. Thanks to Christina Vigil for bringing out her camera and capturing the entire weekend, can't wait to see this years video. And special thanks to Jason Romero, our club President, for his inextinguishable fire and drive to "Git 'R Done".

For a little humor:

[http://www.arcorfiles.truraza.com/
Christina/](http://www.arcorfiles.truraza.com/Christina/)

Click on "patch job"

Hats off to the Fastest Hombres In the Southwest

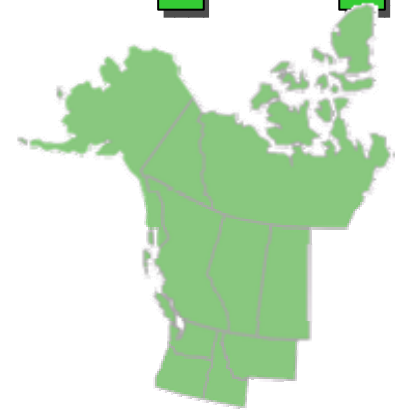
**Matt Trimmings - Stock Buggy A Main
Jose Carillo Jr - Stock Buggy B Main
Scott Spear - 4wd Open A Main
Jose Zayas - 1/8th Buggy
Jose Zayas - Pro Gas A Main
Jeremy Griego - Pro Gas B Main
Scott Spear - Mod Buggy A Main
Jeremy Griego - Mod Buggy B Main
Jason Romero - Stock Truck A Main
David Heald - Stock Truck B Main
Isiah Jantz - Sportsman Gas
Scott Spear - Mod Truck A Main
Carlos Piro - Mod Truck B Main**

Region

1 1

Region Director

Eddie Goodridge, Jr.



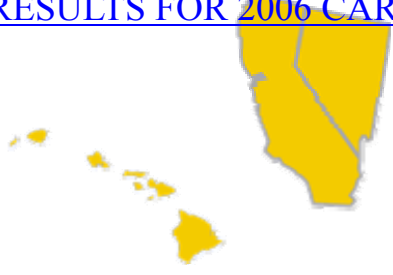
[ROAR Off Road Stock Nationals Entry Form](#)

This Region not reporting

REGION 11 TRACK INFORMATION CAN BE LOCATED AT

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

RESULTS FOR 2006 CARPET ON ROAD NATIONALS HELD AT STOCKTON RC RACEWAY



Region Director

Steve Wang

Region 12



by Rich Taylor

The spring Vegas race has been a mainstay on the on road racing calendar for many years, and this year's race did not disappoint. Hosted by the 4 Aces Racing, the **Las Vegas Grand Prix** is held every April at the famous Silver Bowl race track, just east of the Vegas strip. This year's main sponsors were Team Taylor Racing and Byron Fuels, and with contingency money from Byron Fuels as well as Microsystems Tires, racers were racing for glory and for cash.

The 4 Aces crew put on a perfect program which included timely starts, plenty of open practice, perfect track conditions (even after the dust storm), speedy tech, trackside parts support, top notch race announcing, and great breakfast and lunch specials.

Many of the big players in on road nitro attended this event, including Serpent, OFNA, Kyosho, Slide, and Mugen. After 5 rounds of qualifying Kyosho drivers Marc Cruz and Scott Kimbrow took TQ honors in Sedan and 1/8th respectively. Both classes had standout ironmen, with 'Bumpin' Brian Thomas starting from dead last in the Sedan G Main and bumping all the way to the B, finally stopping with mechanicals. In 1/8th, Kevin 'Dremelboy' Weise won the E and D mains, took second in the C main, and were battling for second in the B, when a loose screw sent his Slide into the boards.

Both B Mains saw plenty of action, starting with the Sedan B Main. BQ Garen Hagobian led early, swapping the lead with Tracy Grieger, and then Ron Atomic. Steve Rossi then moved up to battle for the second bump up spot, but he fell victim to a mechanical. With about 15 minutes to go Ron was leading, followed by Garen and Peter Chhu. Garen then had a plug let go ending his bid for the main. The race ended with Ron and Peter bumping up.

The 1/8th B main was one of the best races of the weekend. Jim Adkins shot into the lead and slowly started to pull away. Behind him, several drivers battled for most of the race for the second bump up spot. Early on Steve Jackson, Tsuyoshi Sasai, Dana Smeltzer, Robert Ronas, and Garen Hagobian, shuffled positions faster than the announcer could keep up with. After some bumpin' and rubbin', Garen got into second and started to pull away from third. However, engine tuning issues kept him close to third place which at about the halfway point was occupied by Kevin Weise. Garen started to pit every 3:45 allowed the gap to close, and with less than 10 minutes left, Garen had a very slim lead over Kevin. Kevin had a mechanical problem knocking him out and allowing Steve Jackson a shot at the bump up. Steve did close the gap, but it was not enough as Jim's Kyosho and Garen's Serpent advanced to the final.

The main events saw Robbie Collins from Mugen battle with Jeffrey Lin from OFNA in the late stages of the 60 minute main, and take a narrow victory. Early on several drivers including Ron Calangi, Ron Atomic, Leo Virtusio, and Marc Cruz took turns at the front, but consistency pays and Robbie was able to hold off Jeffery until the end. In 1/8th, Mike Swauger took the lead early and pulled away from the field. Dave Joor from Kyosho and Chris Verano from Serpent battled late in the race for second, finishing in that order.

Most of the other drivers, including Sal Difazio,

Kevin Jelich, Garen, and Darin Ishitani had to deal with engine tuning issues.



Lori Alberti

Special thanks to Lori for handling racer check in, Mike for calling the races all weekend, Craig for tech services, the Senior Mr. Taylor for all around help, and of course all the racers for coming out and providing good clean racing.

Sedan Expert - A Main --

- 1 Robbie Collins
- 2 Jeffrey Lin
- 3 Ron Calangi
- 4 Thello Jurdon
- 5 Leo Virtusio
- 6 Brad Toffelmire
- 7 Marc Cruz
- 8 Sal Difazio
- 9 Jose Casas
- 10 Ron Atomic
- 11 Jo Guitierrez
- 12 Peter Chu

1/8th Scale 4WD - A Main --

- 1 Mike Swauger
- 2 David Joor
- 3 Chris Verano
- 4 Josh Alton
- 5 Jim Adkins
- 6 Kevin Jelich
- 7 Garen Hagobian
- 8 Darin Ishitani
- 9 Steve Rossi
- 10 Ron Gustin
- 11 Sal Difazio
- 12 Scott Kimbrow