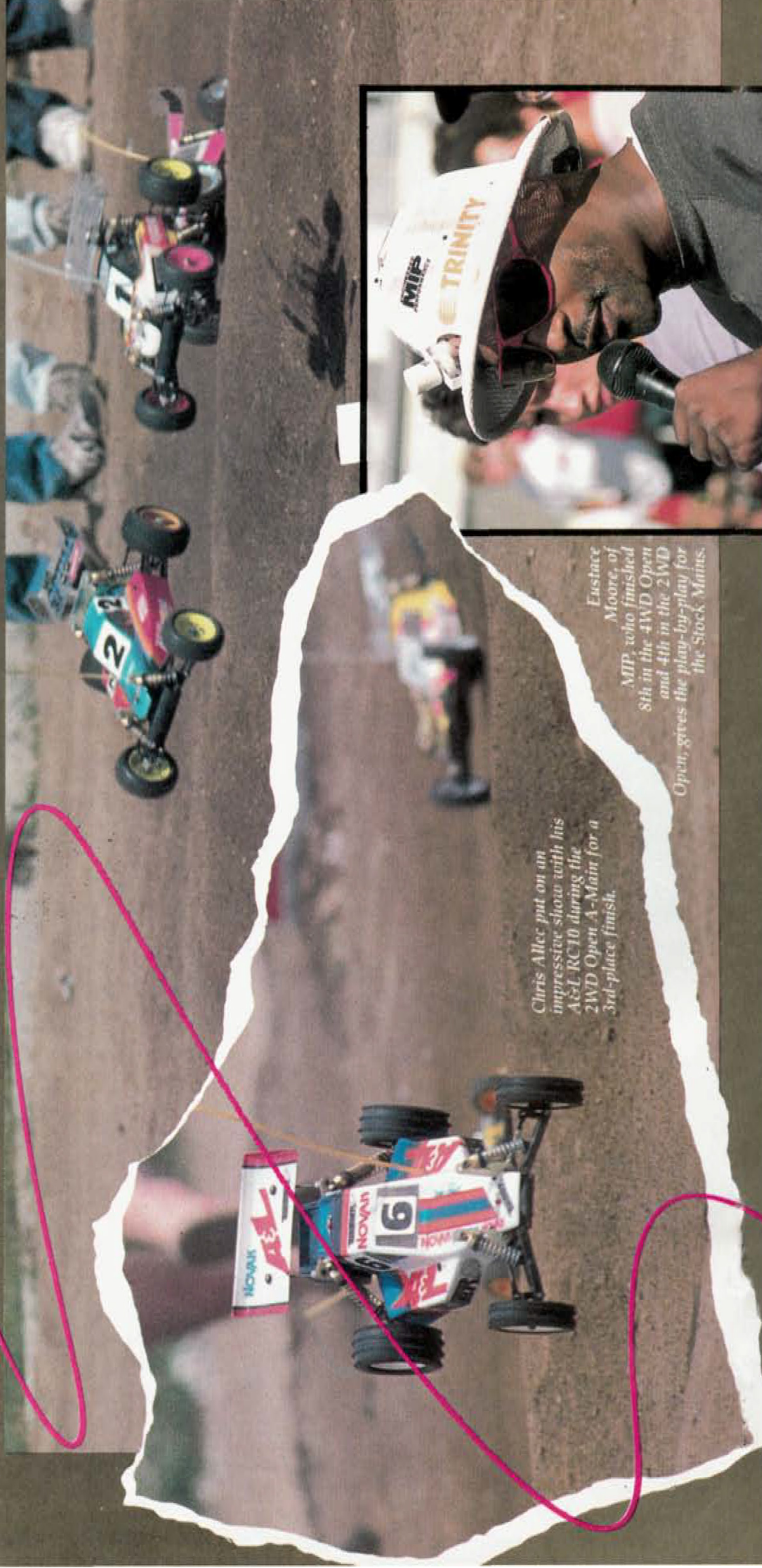


FIRST ANNUAL

by STEVE POND

DIRT SHOOTOUT

SPONSORED BY CAR ACTION AND TRINITY



Chris Allec put on an impressive show with his A&L-RC10 during the 2WD Open A-Main for a 3rd-place finish.

Eustace Moore, of MIP, who finished 8th in the 4WD Open and 4th in the 2WD Open, gives the play-by-play for the Stock Matus.



THE BIG GUNS LET IT FLY

SINCE 1985, TRINITY, one of the leading motor manufacturers, has sponsored an annual Shootout, which brings the best together to do battle. Until now, races have been run on asphalt and carpet

tracks, and the competitors ran 1/12-scale on-road cars to determine who would take home the bragging rights as the top gun. This year marked the First Annual 1/10-scale Dirt Shoot-

out, and it was sponsored by Car Action and Trinity. Not only did this event attract some of the best off-road racers in the country, but it also served as a testing ground for some of the latest high-performance cars and accessories.

The First Annual Dirt Shootout was held at the R & R Hobbies Raceway in Quincy, IL. This facility has a lot to offer R/C enthusiasts, including an indoor carpet on-road track as well as an indoor off-road track. There's also a shop fully stocked with all the accessories and break-easy items needed for almost all competitive on-road and off-road cars. R & R's outside off-road track was the site of the Shootout.

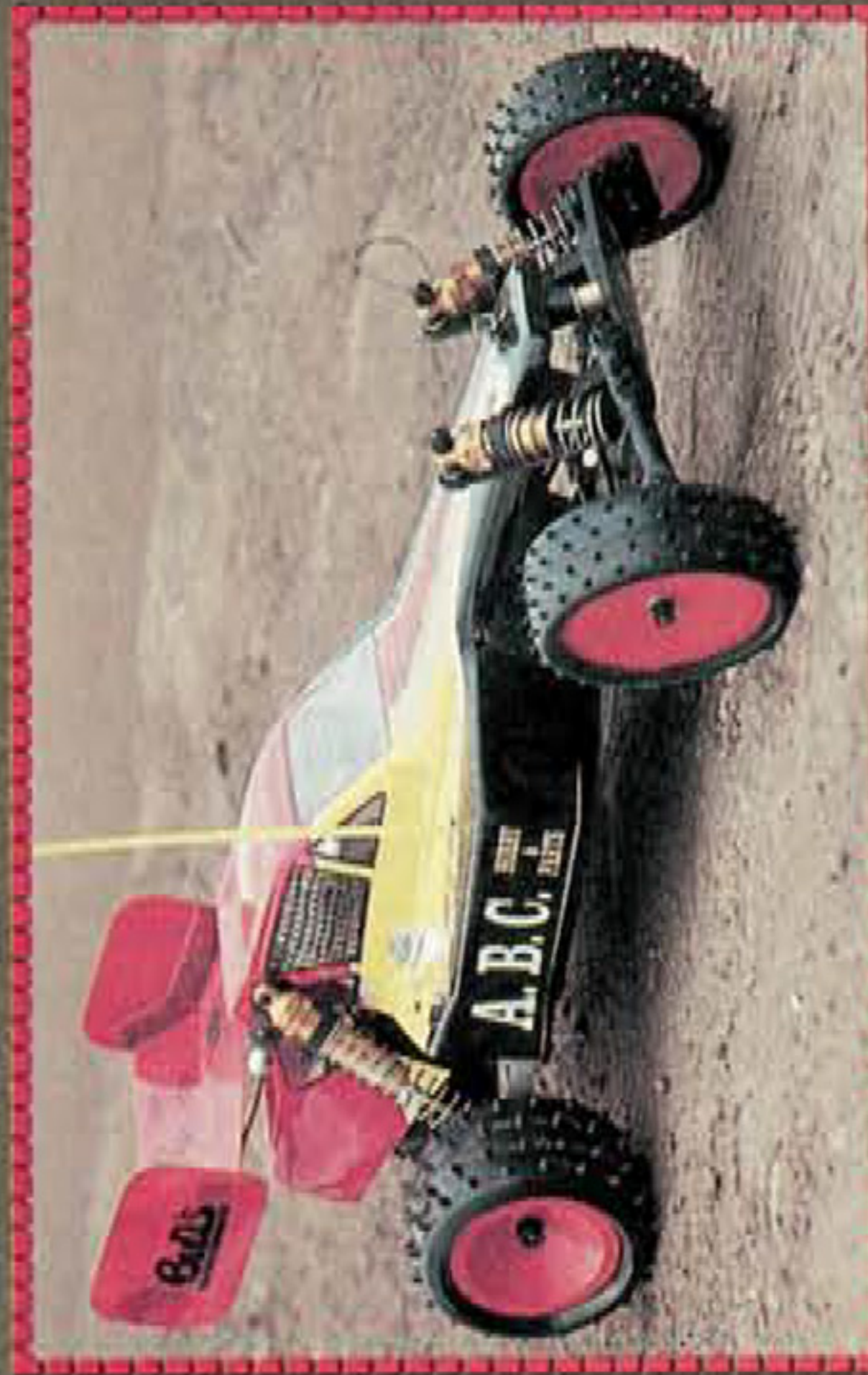
The drought that plagued the

Midwest during most of the summer had taken its toll on the R & R track, which had a dry, hard surface that required constant attention to be raceworthy. Despite the

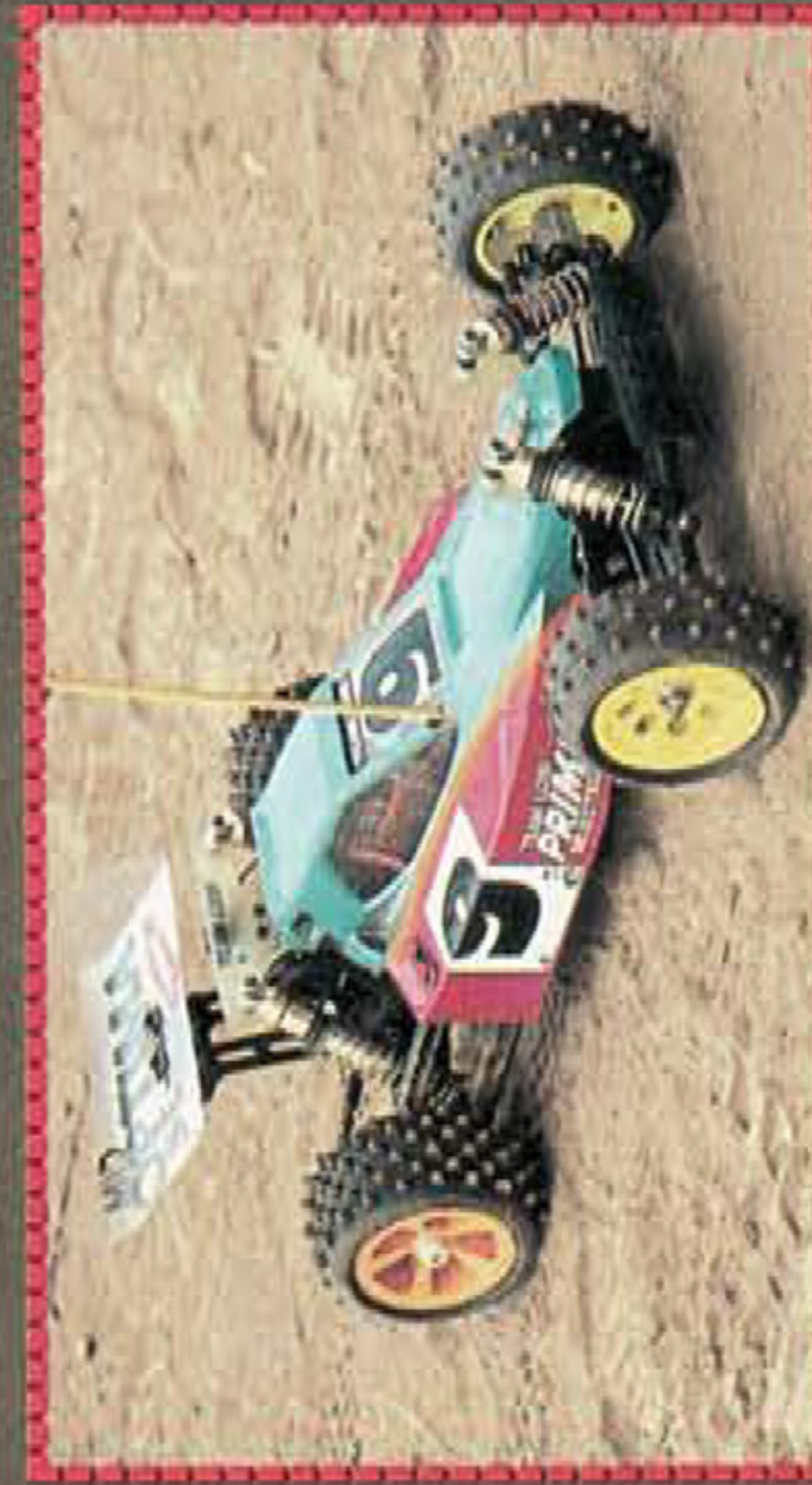
efforts of the maintenance crew and the racers, track conditions varied from dry dust bowl to Mississippi mud. Despite the adverse conditions, the racers—invitational and amateur alike—were up to the challenge.



Racing in box-stock form, the new JrX2 from Ranch Pit Shop took 5th in the Open A-Main and 1st, 6th and 10th in the Stock A-Main.



Rob "Hollywood" DeSanti from ABC Hobbies in Brooklyn, NY, won Concours with his beautifully detailed RC10.



Jack Johnson's Turbo Optima Mid with the Losi Link rear suspension of the JrX2 was the second-fastest qualifier and finished 4th and 6th in the Open and Stock classes, respectively.



This tire-to-tire line-up for the 4WD Open practice A-Main made for a very interesting start. At the far left is the Final winner, Jim Dieter, and next to him, Kyle Reed, who took 3rd in 4WD Open and 1st in 2WD Stock.

FIRST ANNUAL DIRT SHOOTOUT



The contrasting driving styles of Jim Dieter, Joel Johnson and Gil Losi Jr.—almost looks as though they're fishing! Johnson is winding up to toss in a fat worm with his new pistol-grip Cast Master.

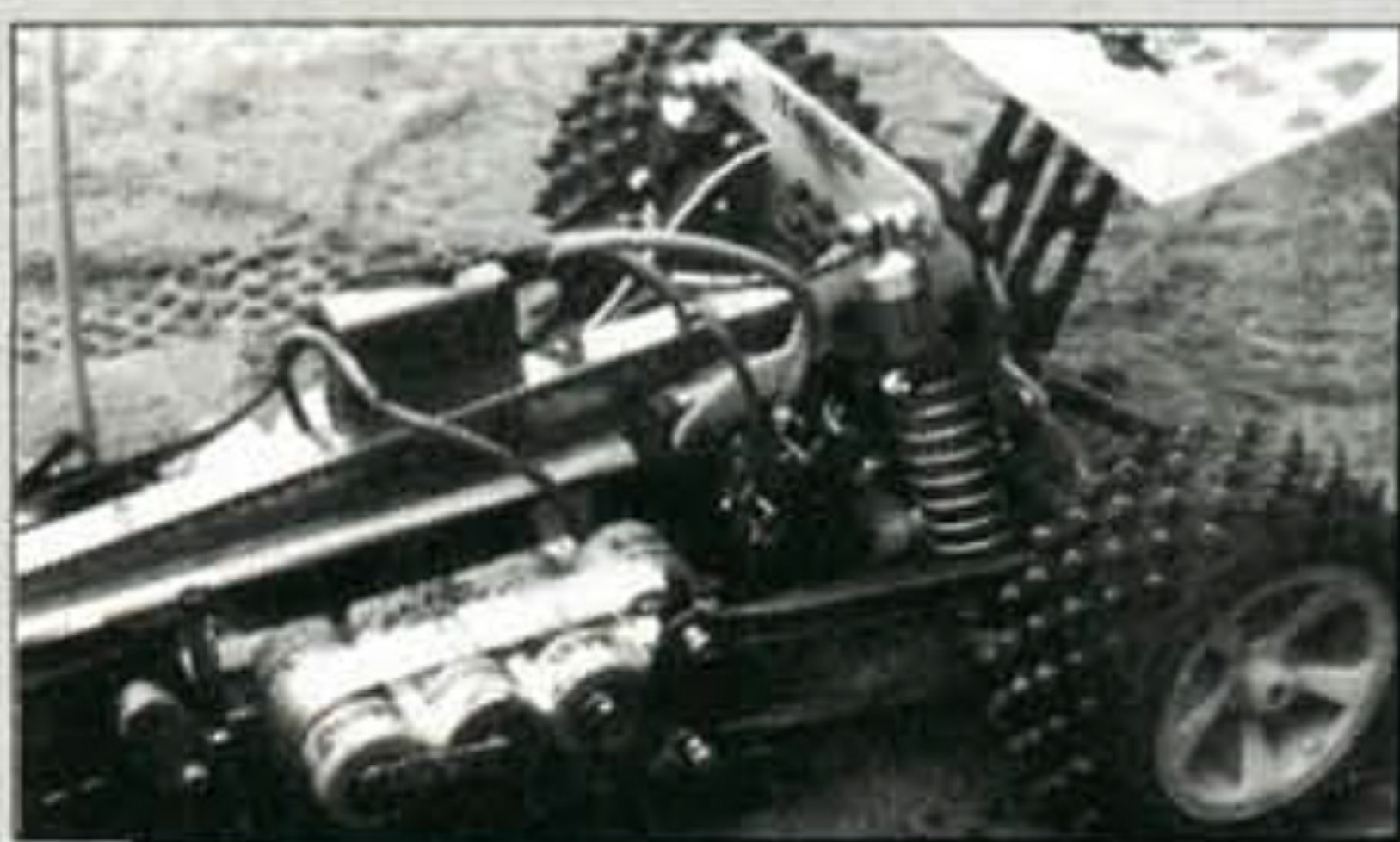
With a day of practice to allow them to dial-in their cars to the changing conditions, the drivers worked as fast as the hot and humid conditions would allow, in an effort to determine which combinations worked best. If you were caught with your car set for a dry track and the track had just been groomed, the result was enough traction to flip a Panzer tank and certainly enough to relegate you to the slums of dump

city, limping into the pits far shy of the four-minute mark. For both the 2WD and 4WD classes, the tire of choice seemed to be the Schumacher Cat tire. Traction with these tires was as good as could be expected on a dry track, and on a damp track, by precisely manipulating the controls, most made it around without too much inverted flight. With a good day of practice under their belts, the racers headed

HOT STUFF

MANY MANUFACTURERS use national races as proving grounds for their latest cars and accessories. It allows them to accurately test products, and this results in a better product for the consumer. The Car Action/ Trinity Shootout was no exception to this.

Jack Johnson, racing for Ranch Pit Shop, not only successfully ran the new JrX2, but a conversion was also adapted to Johnson's Optima Mid using the JrX2 rear



Jack Johnson's Turbo Optima Mid SE featured a prototype conversion for the Losi Link rear suspension from the JrX2. They tell us that if further testing proves as successful, they'll produce the kit.



The simple design of the Pro Mid Radiant proved to be very effective at the Shootout, with very fast lap times and good stability.

suspension. By using fiberglass plates and a plate chassis to accommodate the pivots for the radius rods, the JrX2 rear suspension and universal joint swingshafts can be used on the Mid. This was the first time the car had been run, and it was reasonably successful. Although, at the time, it wasn't clear if this would be offered as a conversion kit, the RPS team indicated that if the conversion proved effective during further tests, it might be kitted.

Eustace Moore of MIP used a new 4WD conversion for the RC10 that's very similar to the MIP original, but has a belt drive to replace the old chain drive. According to Moore, the new belt drive is a more

home with a reasonable idea of what to expect for the next two days of qualifying.

Conditions during qualifying were like those at practice but, having had a taste of what the track conditions promised, the drivers only had to keep an eye on the water hose. During the two-day event, there were four rounds of qualifying for each class, starting with the 2WD Open Class. Fighting mechanical troubles and all the other mishaps that can occur during an off-road race, the racers continued to play with gear, tire, motor and battery combinations during each round of qualifying. Taking TQ in the 2WD Open Class was Joel Johnson, driving a Trinity-powered Ultima. During the first qualifying round, mechanical troubles sidelined his Ultima with 14 laps on the clicker and a not too promising DNF. Round two saw a 17-lap run by Joel, and he beat this by two seconds in the fourth. The clincher came in the third round when Johnson went for broke and never looked back. Rounding the final turn as the clock closed in on four minutes, Johnson just nipped the line before the clock expired, giving him an unequalled 18 laps in 4:14.4.



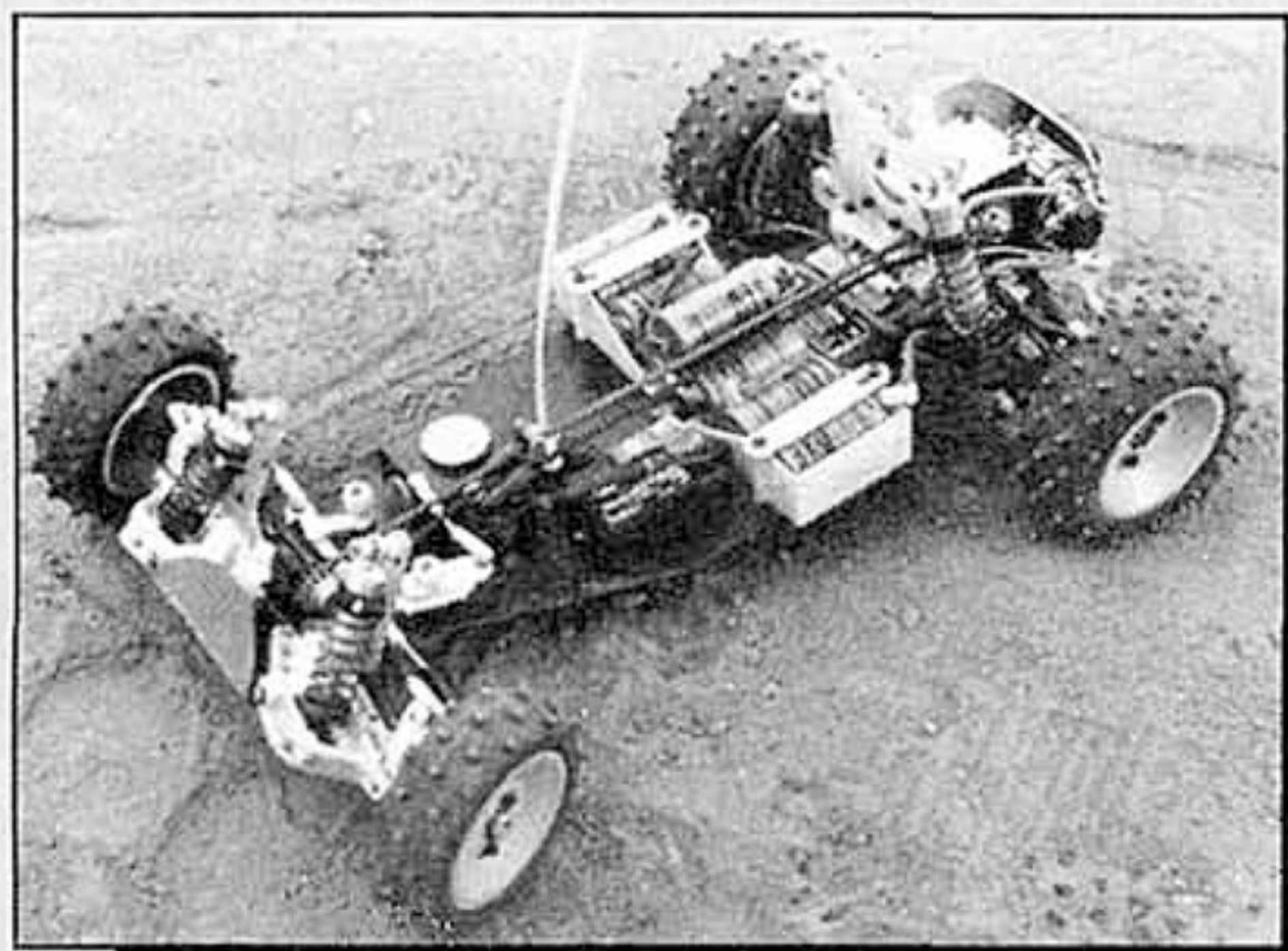
Rob DeSanti of ABC Hobbies is shown here posin' with his Concoours-winning car and trophy.

As the 4WD Open A-Main was molded into shape, Gil Losi Jr., sporting a Revolution-powered Turbo Optima Mid SE, seemed to dominate. During round one of qualifying, Losi Jr. came home with the checkered flag with 18 laps and a time of 4:10.7. During the next two rounds, James Dieter, Mike Giem and teammate Jack Johnson chiseled away at Losi's first-round TQ mark and forced him to turn in a command performance in the final round if he was to retain the number-one spot on the grid. Rising to the occasion, and taking a chance by running Primetime SCRs instead of the standard SCE 1700s, Losi blistered the track with another 18-lap run a full five seconds faster than the first round for TQ.

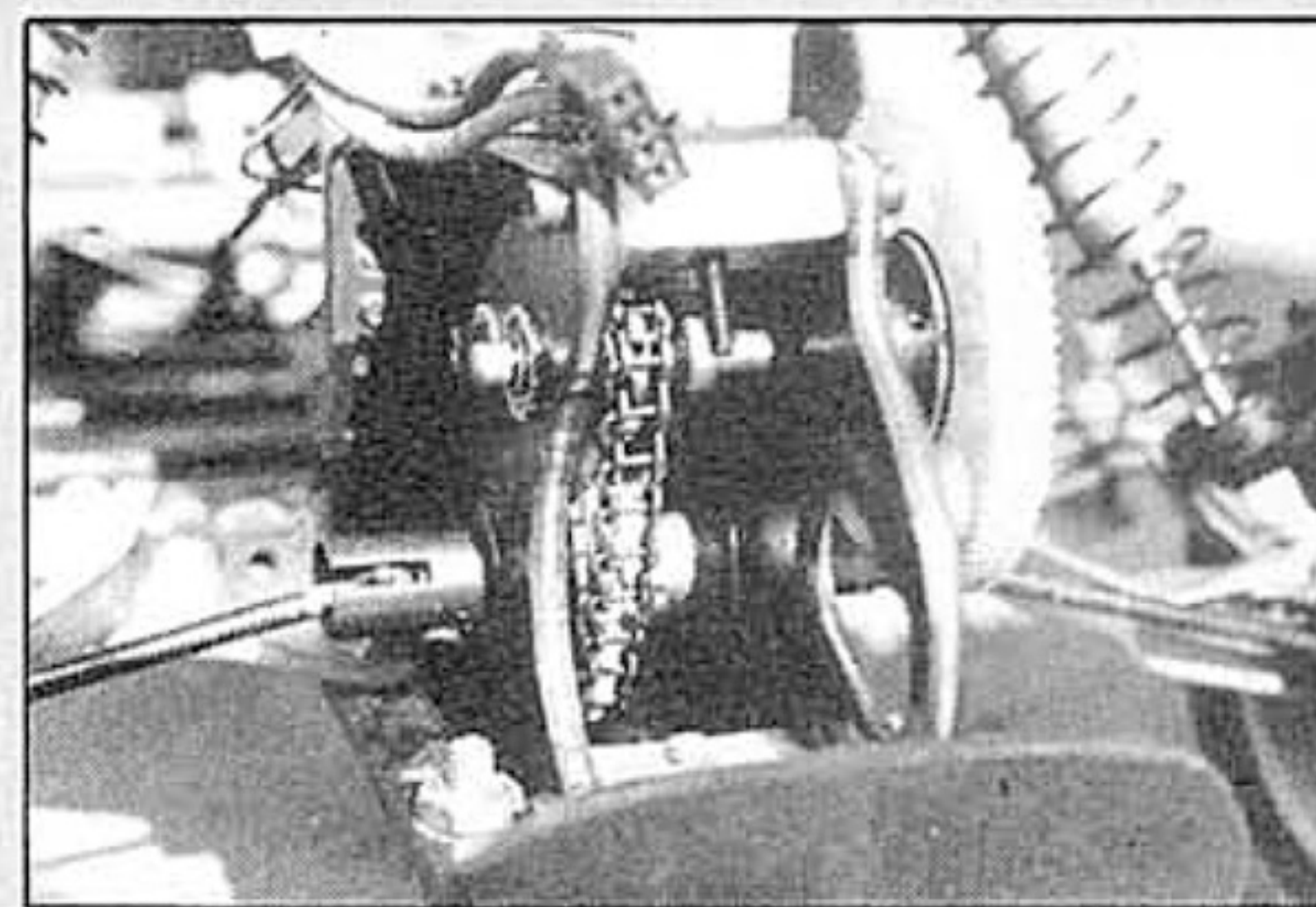
Jack Johnson also put on his drivin' shoes to take home 2nd place on the starting grid for the A-Main. Johnson drove an Optima Mid prototype that featured the front end of the Optima Mid and the rear suspension of the JrX2! Also turning in impressive performances were Jim Dieter and Mike Giem driving Schumacher Cats for Team Trinity. During the final round of qualifying, the restless Giem,

efficient drive system, partly because the belt won't stretch like a chain system. (This stretching causes a difference in pitch between the sprocket and the chain.)

The Pro Mid Radiant, a new 4WD car from AYK, was run at the Shootout by Mike and Steve Dunn of Race Prep. Although luck wasn't on their side, the Mid Radiant turned lap times as fast or faster than many of the A-Main qualifiers. The Pro Mid Radiant resembles the current Radiant, but it has a new mid-motor



The new, 4WD, RC10 belt conversion from MIP is shown here aboard Eustace Moore's car. According to Eustace, this drive system is far more efficient than the previous chain setup because of the limited stretch in the belt.



This prototype of the ABC Hobbies Ultima chain-drive system proved to be very effective.

mounting position. An innovative addition to the Pro Mid is a set of one-way front hubs to be used in conjunction with the front diff to give the best possible traction and to reduce the push that's inherent in most 4WD vehicles.

ABC Hobbies' chain-drive diff for the Ultima was also tested at the Shootout. This setup features a diff very much like the one found in the Dominator oval car; on the bottom, it's connected to a jack shaft by means of a short chain. Although this drive hasn't had much of a chance to prove itself, similar systems have been successfully used in the past.

FIRST ANNUAL DIRT SHOOTOUT

who was probably affected by the heat, thought he'd cement his victory with a heads-up prank with Steve Dunn in the crosshairs. As Dunn concentrated on his car as it went around the track, Giem snuck around to the front of the drivers' stand and, holding a full bottle of Zap CA, he parked himself in front of Dunn. After dousing the edge of Dunn's shoes with the CA, he liberally coated the glue with Zip Kicker. Needless to say, Dunn looked surprised when he found that his feet were one with the drivers' stand!

The Stock Classes were next to qualify, and with each of the cars using a Trinity Monster Horsepower stock-class motor, the racing was as close and exciting as it could be. In the 2WD Class, Losi demonstrated his driving prowess once again by setting the pace at 16 laps in four minutes flat. Losi and the rest of the RPS team ran the new JrX2, which will be on the hobby-shop shelves, in stock configuration, as you read this. While the X2 showed a slight tendency to come down nose-first over the jumps, the rest of its performance was flawless, with three of the five at the race qualifying in 1st, 2nd and 4th places in the A-Main. Losi took the 2WD stock TQ in the same way as he'd captured the

4WD honors. Coming back in the fourth round, he beat his first time by more than half a lap with a final of 17 in 4:08.0.

The Four-Wheel stockers finished the qualifying. Setting the pace in this class was Jim Dieter driving a Schumacher Cat for Trinity. Only in the fourth round was Dieter able to get TQ, with a time of 4:02.9 for 18 laps.

The second day began with a Concours contest where racers showed off their gleaming machines. Taking home the top honors was Rob "Hollywood" DeSanti from ABC Hobbies in Brooklyn, NY. Rob's RC10 featured the new ABC Hobbies RC10 body with Associated's new RC10 aerodynamic wheels and a brilliant paint job.

The 2WD Open Class was the first to run, starting with the lower Mains and working up to the A. The line-up in the A-Main started with Joel Johnson driving a Trinity-powered Ultima. In the second slot was Joe Schmitz, also driving an Ultima with Twister power, and Giem started third with a Trinity-powered Ultima.

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4WD OPEN

Starting Position	Finish	Driver	Car	Motor	Battery	Speed Controller	Charger
3	1	James Dieter	Cat XLS	Trinity	Trinity SCE	Novak	Turbocharger
10	2	Ron Rossetti	Turbo Optima Mid	Revolution	Team Losi SCE	Novak	Novak
6	3	Kyle Reed	Cat XLS	Trinity	Trinity SCE	Novak	Novak
2	4	Jack Johnson	Mid SE w/Losi Links	Revolution	Team Losi SCE	Novak	Novak
1	5	Gil Losi Jr.	Turbo Optima Mid	Revolution	Team Losi SCR	Novak	Novak

2WD OPEN

Starting Position	Finish	Driver	Car	Motor	Battery	Speed Controller	Charger
2	1	Joe Schmitz	Ultima	Twister	SRS SCE	Tekin	Novak
1	2	Joel Johnson	Ultima	Trinity	Trinity SCE	Novak	Turbocharger
6	3	Chris Allec	A&L RC10	Twister	Sanyo SCE	Novak	Novak
5	4	Eustace Moore	MIP RC10	Trinity	Trinity SCR	Novak	Novak
10	5	Ron Rossetti	JRX2	Revolution	Team Losi SCE	Novak	Novak

4WD STOCK

Starting Position	Finish	Driver	Car	Motor	Battery	Speed Controller	Charger
5	1	Ron Rossetti	Turbo Optima Mid	Trinity	Team Losi SCR	Novak	Novak
7	2	Mike Giem	Cat XLS	Trinity	Trinity SCR	Novak	Turbocharger
4	3	Greg Brown	Cat XLS	Trinity	Simply Awesome SCR	Novak	Accucharger
10	4	Steve Dunn	Pro Radiant	Trinity	Sanyo SCR	Novak	Novak
9	5	Gil Losi Jr.	Turbo Optima Mid	Trinity	Team Losi SCR	Novak	Novak

2WD STOCK

Starting Position	Finish	Driver	Car	Motor	Battery	Speed Controller	Charger
4	1	Kyle Reed	JRX2	Trinity	Trinity SCR	Novak	Novak
3	2	Chris Allec	A&L RC10	Trinity	Sanyo SCR	Novak	Novak
10	3	Rick Velhow	Ultima	Trinity	Trinity SCR	Novak	Turbocharger
5	4	Don Jones	Ultima	Trinity	Sanyo SCR	Novak	Turbocharger
9	5	Mike Ebert	RC10	Trinity	Advantage SCR	Novak	Novak

SHOOTOUT

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Driving an excellent race, Schmitz and Johnson did battle for the top spot while a run for 3rd shaped up. Eustace Moore, driving his MIP RC10, and Chris Allec, driving his A&L RC10, ran virtually side by side for the duration. Caught up in traffic, Moore became tangled with the slower cars and Allec waltzed by. Schmitz was able to fend off Johnson's attack as the clock closed on four minutes, and he broke away for a seven-second lead, which he held on to for 1st place.

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SHOOTOUT

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Running away with 1st place in the 4WD Open Class was Jim Dieter, driving a Trinity-powered Schumacher Cat. Dieter started in the third slot, behind Losi and Jack Johnson. With a good run right from the start, he was able to take 1st just ahead of Ron "Britches" Rosetti, who drove a Turbo Optima Mid SE and came up from the last position on the grid.

With Losi Jr. and Jack Johnson heading up the 2WD Stock Class with their JrX2s, it seemed as though, for a victory, Chris Allec in the third starting position would have to turn in a flawless run with his RC10. At the gun, Kyle Reed jumped to an early lead from the fourth starting position, while Don Jones slid his Ultima into the second spot after the first lap. Allec ran in the third spot until he and Rick Velhow passed Jones on the fifth lap. After Allec gunned past Jones for second, he set his sights on Reed, and from then on, there was undoubtedly some of the best racing to be seen. Allec was on Reed's heels for the remainder of the race, but Reed edged him out at the

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SHOOTOUT

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line every time with a margin of only half a second. Reed was able to hold off the charging Allec for the win, while Rick Velhow came from the tenth qualifying position to finish third behind Allec.

Although Schumacher Cats dominated the front row (drivers Dieter, Jones and Reed) at the start of the 4WD Stock A-Main, Ron Rosetti, driving a Turbo Optima Mid SE, made his way from the fifth spot to the front, so displacing the Cat for a 1st-place finish. Finishing 2nd was Mike Giem with a Schumacher Cat, and 3rd went to Greg Brown, also racing a Cat.

Unfortunately I'm not able to mention all the drivers who attended. Those who didn't make the A-Mains can still be proud of themselves; racing within an arm's reach of the top sponsored drivers is quite something! Congratulations! ■