



THE RACE THAT ALMOST WASN'T!

by RICH HEMSTREET

IT'S VERY DIFFICULT to run 270 cars through three heats and an A Main in two days on an off-road track; when it rains for most of one day, it becomes impossible. The West Coast R/C Club of Tampa, FL, again hosted the ROAR 1/10-Scale Off-Road U.S. Winter Championships. Last year's event went off without a hitch, but this year was different.

Many drivers were able to practice on Friday, but, as frequently happens in off-road racing, the track wasn't groomed often enough for the practice to help the drivers much. Saturday morning was cold and wet. The organizers knew that the track had to be ready for racing at 1:30 p.m. to get a single round of qualifying in on Saturday, but it wasn't to be. With their backs to the wall, the West Coast R/C Club arranged to have the park opened at 4 a.m. on Sunday, and the first of two qualifiers started at 7 a.m. This meant that the Mains would take place at night under the lights.

With only two qualifiers, the pressure was on the racers to put in a good run. A bad break here or a bobble there could cost you a shot at the A Main, and, in fact, that's just what happened. Joel Johnson, the reigning 2WD World Champion, sat out the 2WD A Main, while Jim Dieter, the '87 ROAR 4WD National Champ, missed the 4WD A Main.

Many racers faced numerous technical difficulties, and the bad weather added to their problems.

There weren't a lot of new cars at the Winter Championships. Team Losi* showed up with six Yokomo* C4 4WD cars, which should be on the



market by the time you read this. The final version of the Losi JRX-2 2WD racer was also there, and this car should be in production now.

Team Pit Stop* has a new chain-drive gearbox for the RC 10. This is a trick unit that includes a

ROAR 2nd Annual 1/10-Scale Off-Road U.S. Winter Championships

4WD MODIFIED

Fin.	Qual.	Driver	Chassis	Motor	Spd. Contr.	Tires Front/Rear
1	1	Butch Kloeber	Yokomo C4	Reedy	Novak	Schum/Yokomo
2	2	Cliff Lett	Schumacher	Reedy	Novak	Schum/Schum
3	7	Ron Rosetti	Yokomo C4	Revolution	Novak	Yokomo/Yokomo
4	4	Jamie Booth	Schumacher	Reedy	Demon	Schum/Schum
5	8	Jack Johnson	Yokomo C4	Revolution	Novak	Yokomo/Yokomo
6	6	Joel Johnson	Optima-Mid	Trinity	Tekin	Kyosho/Schum
7	5	Gary Kyes	Yokomo C4	Revolution	Novak	Yokomo/Yokomo
8	9	Eric Soderquist	Twister	Twister	Novak	Schum/Schum
9	3	Gil Losi Jr.	Yokomo C4	Revolution	Novak	Yokomo/Yokomo
10	10	Jay Halsey	Yokomo C4	Reedy	Novak	Yokomo/Yokomo

2WD MODIFIED

Fin.	Qual.	Driver	Chassis	Motor	Spd. Contr.	Tires Front/Rear
1	2	Mike Burnette	Ultima	Trinity	Tekin	Schum/Schum
2	3	Ron Rosetti	JRX 2	Revolution	Novak	Schum/Yokomo
3	8	Darrin Stump	RC 10	Twister	Novak	Schum/Schum
4	1	Cliff Lett	RC 10	Reedy	Novak	CRP/Schum
5	9	Gil Losi Jr.	JRX 2	Revolution	Novak	Schum/Yokomo
6	5	Jay Halsey	RC 10	Reedy	Novak	CRP/Yokomo
7	10	Butch Kloeber	RC 10	Reedy	Airtronics	ProLine/Yokomo
8	6	Kris Moore	RC 10	Twister	Novak	CRP/Kyosho
9	4	Eric Soderquist	RC 10	Twister	Novak	CRP/Kyosho
10	7	Jamie Booth	RC 10	Reedy	Demon	Schum/Schum

2WD STOCK

Fin.	Qual.	Driver	Chassis	Motor	Spd. Contr.	Tires Front/Rear
1	9	Kenny Gillett	RC 10	Race Prep	Novak	ProLine/Schum
2	1	Bill Winn	Ultima/MIP	Trinity	Tekin	CRP/Schum
3	2	Ed Beeler	Pit Stop RC 10	Associated	Futaba	Schum/Schum
4	4	Edwin McTureous	Pit Stop RC 10	Associated	Novak	Schum/Schum
5	10	Junior Leverlock	RC 10	Revolution	Novak	Schum/Kyosho
6	3	Steve Valentino	Pit Stop RC 10	Twister	Novak	Schum/Schum
7	8	Dennis Gatto	RC 10	Twister	Novak	CRP/Schum
8	7	Keith Abott	RC 10	RevTech	Tekin	CRP/Schum
9	6	Ken Sibley	Rodent	Twister	CMW	Schum/Schum
DNS	5	Bill Blakeslee	N/A	N/A	N/A	N/A

ball-type differential. Cars using this gearbox qualified second, third and fourth in the 2WD Stock Class A Main.

The most popular tires at the Winter Championships were the Schumacher* Cat tires, followed closely in popularity by the new Yokomo Hot Laps tires.

In the 2WD Stock Class, Bill Winn, driving a Trinity*-powered Ultima with an MIP gearbox, took TQ honors. Ed Beeler was second fastest, driving his RC 10 with a Team Pit Stop gearbox and an Associated* stock motor.

In the 2WD Modified Class, Cliff Lett earned TQ honors driving a Reedy*-powered RC 10. Second place went to Mike

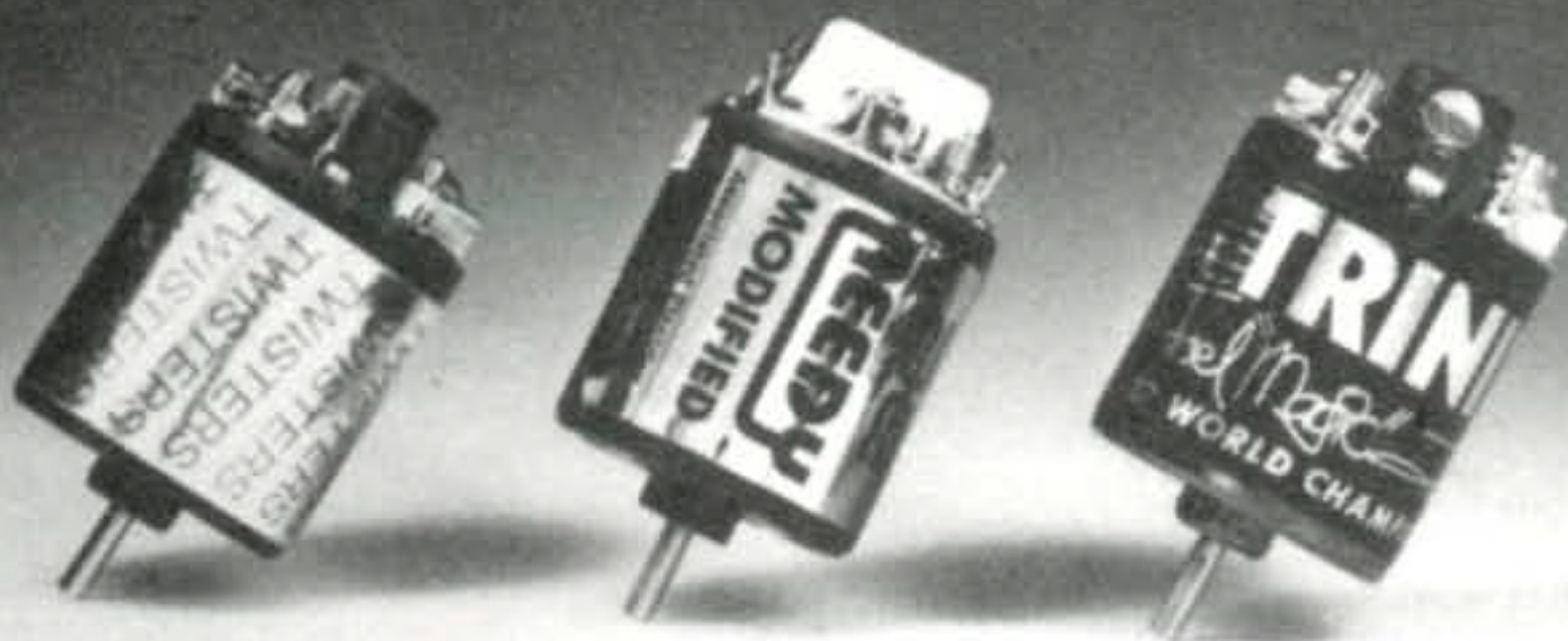
"...the pressure was on to put in a good run."

Burnette who used Trinity power in his Ultima. Ron Rosetti was third fastest with a JRX-2.

In the 4WD Class, Butch Kloeber was the top qualifier with a Reedy-powered Yokomo C4. Cliff Lett just missed sweeping the modified TQ honors; his Schumacher Cat was second fastest. Gil Losi Jr. was third fastest with a Revolution*-powered Yokomo C4.

Nine cars started the 2WD Stock A Main. Ken Gillett came from the rear of the pack to win with his RC 10, which was powered by a Race Prep* motor. Bill Winn took second place with his Ultima.

The 2WD Modified A Main



HOTTEST OFF-ROAD WINDS!

THE U.S. WINTER CHAMPIONSHIPS is the first major off-road race of the year. This race kicks off the '88 season, and who had the hottest motors?

The new Reedy motors made a clean sweep of the modified TQ honors, but the final results are what really count. In 2WD competition, Cliff Lett used a Reedy motor in his RC 10 to capture the top-qualifier position. In 4WD, Lett almost repeated his success as TQ with Reedy power, but Butch Kloeber beat him. (Kloeber's Yokomo was also Reedy-powered.) Three of the top four 4WD qualifiers were Reedy-powered (first, second and fourth places).

In the 2WD Modified Class, Trinity was first, Revolution second, and Twister third, with Reedy coming in fourth.

The Trinity drivers had more than their share of technical problems, so only one Trinity motor was in each A Main. Nevertheless, Mike Burnette still managed to capture the second-fastest qualifying time in the 2WD Modified A Main, using a 6-cell pack, while others were using 7-cells. Burnette went on to victory, driving his Trinity-powered Ultima. Burnette's win for Trinity prevented the Reedy forces from making a clean sweep at the Winter Championships.

While the Team Losi Revolution motors didn't capture a TQ or an A-Main win, their presence was felt. With Ron Rosetti driving a Revolution-powered JRX-2 in the 2WD A Main, Burnette couldn't let up for a minute. Rosetti finished second in the 2WD Class, after qualifying as third fastest.

Gil Losi Jr. was the third-fastest qualifier in the 4WD Class with his Revolution-powered Yokomo. The four Revolution motors in the 4WD A Main equalled Reedy's numbers. Ron Rosetti battled for second place throughout the Main, only to miss out by a split second. Rosetti's Revolution finished third, so preventing Reedy from capturing the top three spots in 2WD Modified.

Against tough competition, Reedy, Trinity and Revolution were the top modified motors at the U.S. Off-Road Winter Championships.

The Stock Class at the Winter Championships didn't use hand-out motors. Each driver furnished his own ROAR-legal stock motor.

A Race Prep motor was used by Kenny Gillett to win the Stock A Main. Even though Gillett started at the rear of the pack, his Race Prep got him to the finish line first.

Bill Winn used a Trinity motor to capture the stock TQ honors, and he went on to finish second in the A Main with his Trinity-powered Ultima.

Ed Beeler used an Associated stock motor to set the second-fastest time. In the Main, Beeler finished third overall. Another Associated stock motor finished fourth.

If you're looking for some horsepower, check out the motors that the winners of the Winter Championships used. If you can handle the power, you just might dominate your local track this summer!



The "Mouth of the North," John Thawley, showed up in Tampa and interviewed Mike Burnette, the 2WD Modified winner.



Mike Reedy had the job of tearing down the stock motors, but he didn't find any cheating.

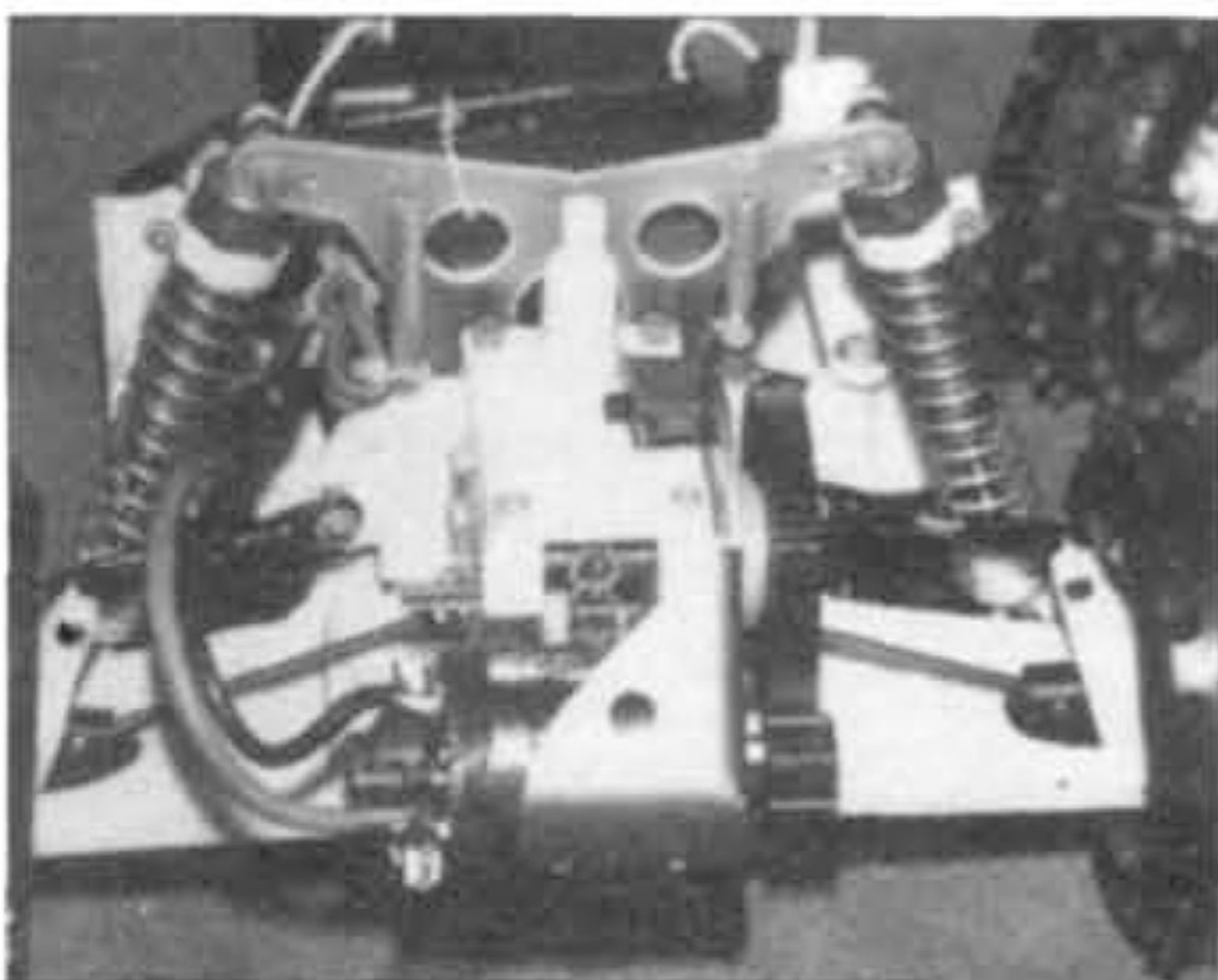
Ron Rosetti finished second in the 2WD A Main and third in the 4WD A Main.



Butch Kloeber was the 4WD TQ and ran away with the Main.

was quite a battle. Mike Burnette held the lead during much of the race, but he didn't run away with it. Darrin Stump and Ron Rosetti fought closely for second place. Burnette won, driving his Trinity-powered Ultima. Rosetti finally captured second place with his Revolution-powered JRX-2. After starting eighth, Stump finished third. He

The new Team Pit Stop chain-drive gearbox worked well on the RC 10.



The Yokomo C4 put on an impressive show in Tampa.



Schumacher Cats were in the hunt for the 4WD A Main.

drove an RC 10 with a Twister motor.

All six Yokomo C4 cars made it into the 4WD A Main. They were joined by two Schumacher Cats, one Kyosho* Mid-Optima and one "Twistermobile." At the sound of the starter's horn, Butch Kloeber was off and running. Kloeber showed that he was TQ for good reason—he was consistently faster than anybody else! Once again, Ron Rosetti fought for second place, this time against Cliff Lett and Jamie Booth. Kloeber won easily with his Yokomo C4, and Lett's Schumacher Cat beat Rosetti's Yokomo C4 by about 2 feet, passing him just before going under the scoring bridge for the last time. Booth finished fourth with his Reedy-powered Schumacher Cat.

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WINTER CHAMPS

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It looks as though most of the manufacturers are ready for the '88 off-road season. With Kyosho, Team Losi and Associated battling for 2WD honors and Yokomo, Schumacher and Kyosho all going for the 4WD-class victories, there should be some great racing this summer.

Appropriately, as the trophies were being awarded, the rain returned to Tampa, to wash out what remained of the U.S. Winter Championships.

**Here are the addresses of the companies mentioned in this article:*

Team Losi, 1655 E. Mission Blvd., Pomona, CA 91766.

Yokomo and Revolution: distributed by RPS Distribution, 1655 E. Mission Blvd., Pomona, CA 91766.

Team Pit Stop, 12233 SW 132 Ct., Miami, FL 33186.

Trinity, 1901 E. Linden Ave. #20, Linden, NJ 07036.

Schumacher: distributed by TRC, P.O. Box 478, Oakboro, NC 28129.

Associated Electric Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626.

Reedy, 3585 Cadillac Ave., Costa Mesa, CA 92626.

R/C Race Prep, 20115 Nordhoff St., Chatsworth, CA 91311.

Kyosho: distributed by Great Planes Model Distributors, P.O. Box 4021, Champaign, IL 61820. ■