



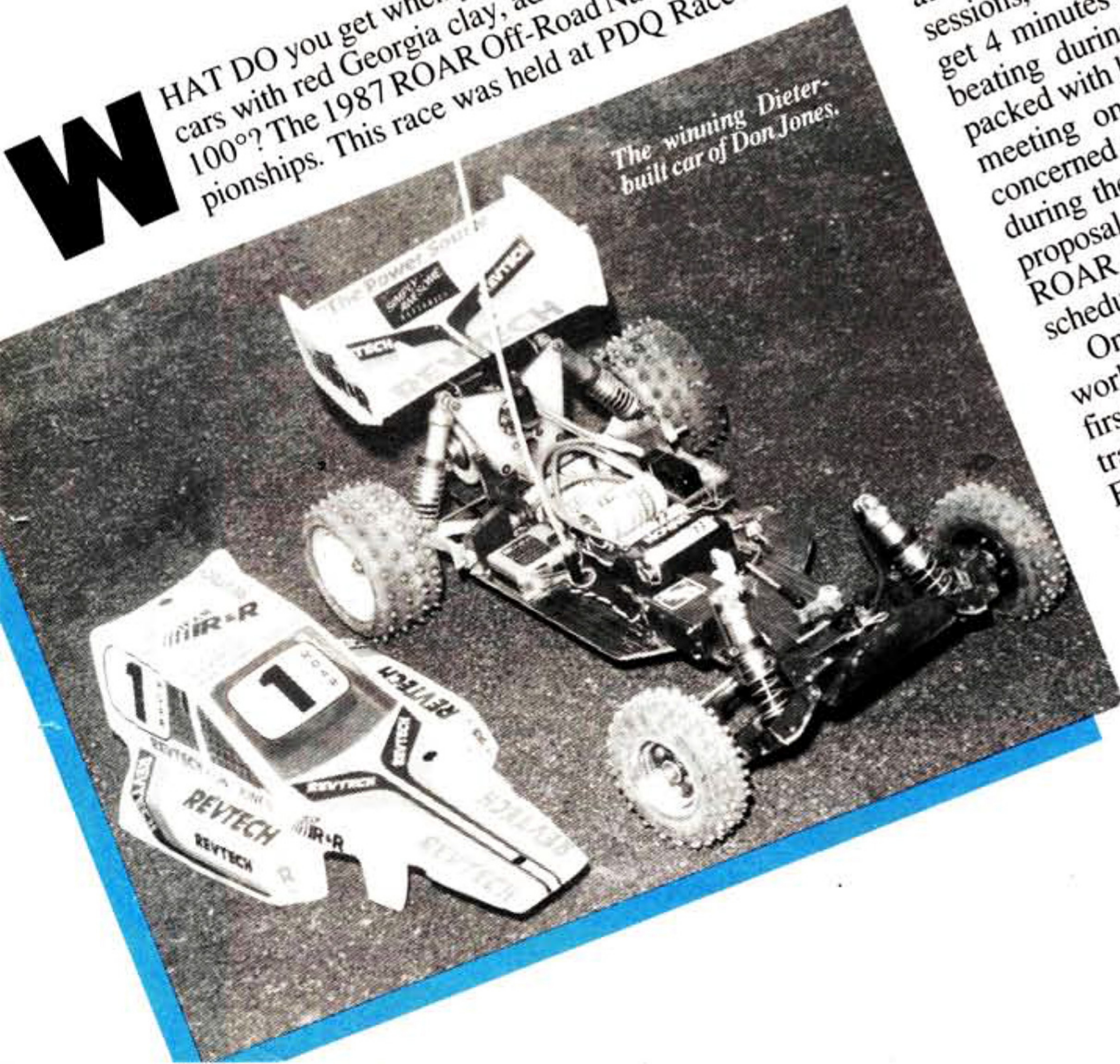
'87

OFF-ROAD

# NATS

by RICH HEMSTREET

**W**HAT DO you get when you mix 500 off-road race cars with red Georgia clay, add water, and bake at 100°? The 1987 ROAR Off-Road National Championships. This race was held at PDQ Raceway in



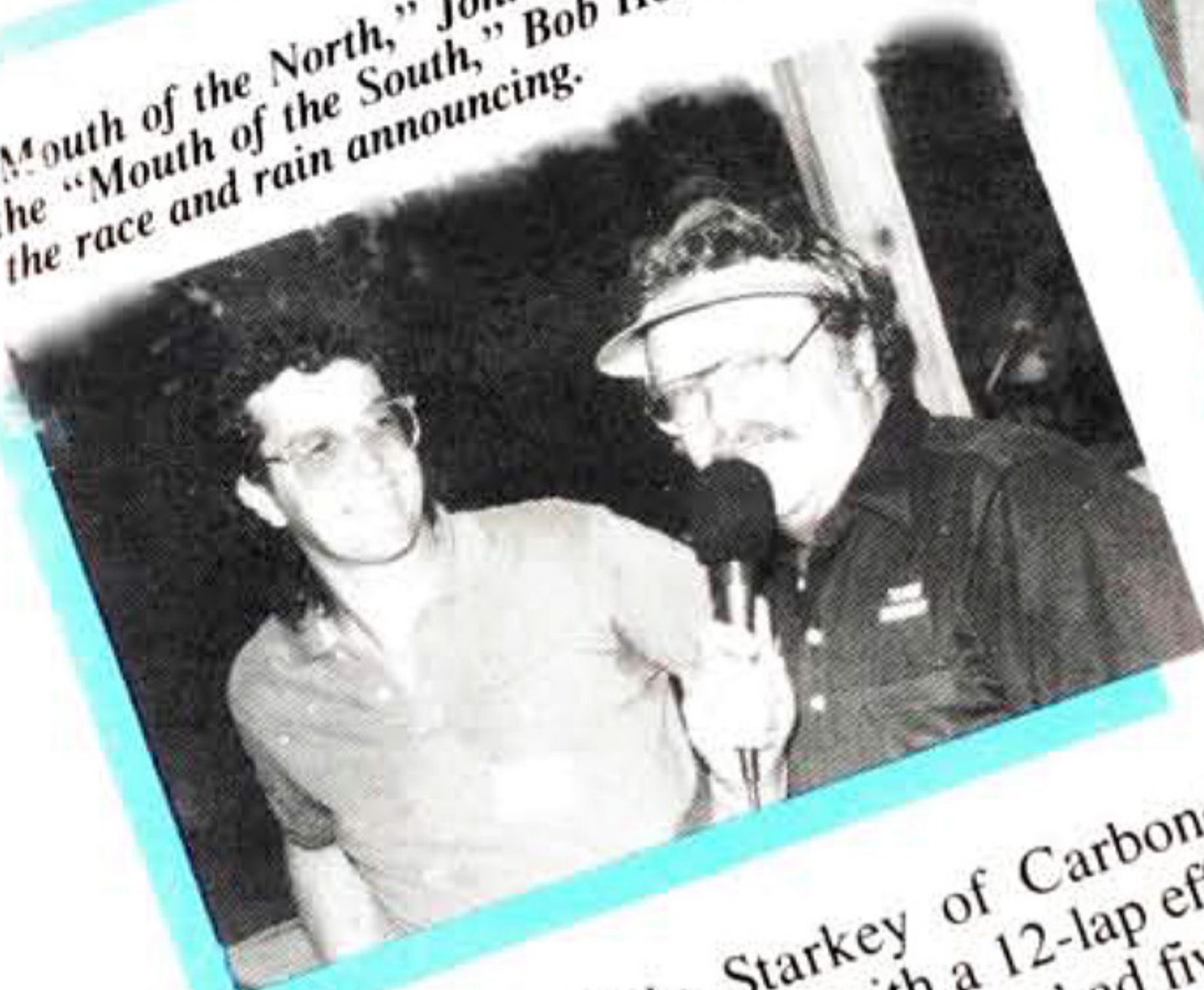
The winning Dieter-built car of Don Jones.

Atlanta, Georgia, during a heatwave. Sanyo joined up with PDQ to sponsor the event. The 509 entries set a record for a ROAR event. Three champions were to be crowned for 1987: Stock Two-Wheel Drive, Open Two-Wheel Drive, and Open Four-Wheel Drive. During practice sessions, drivers stood on line for up to 45 minutes to get 4 minutes on the track. The track took a real beating during practice and became very hard-packed with little traction remaining. At the drivers' meeting on Thursday night, many racers were concerned about when the track would be watered during the racing. After arguing the merits of one proposal versus another for close to an hour, the ROAR officials decided to go with the pre-printed schedule of races and track watering.

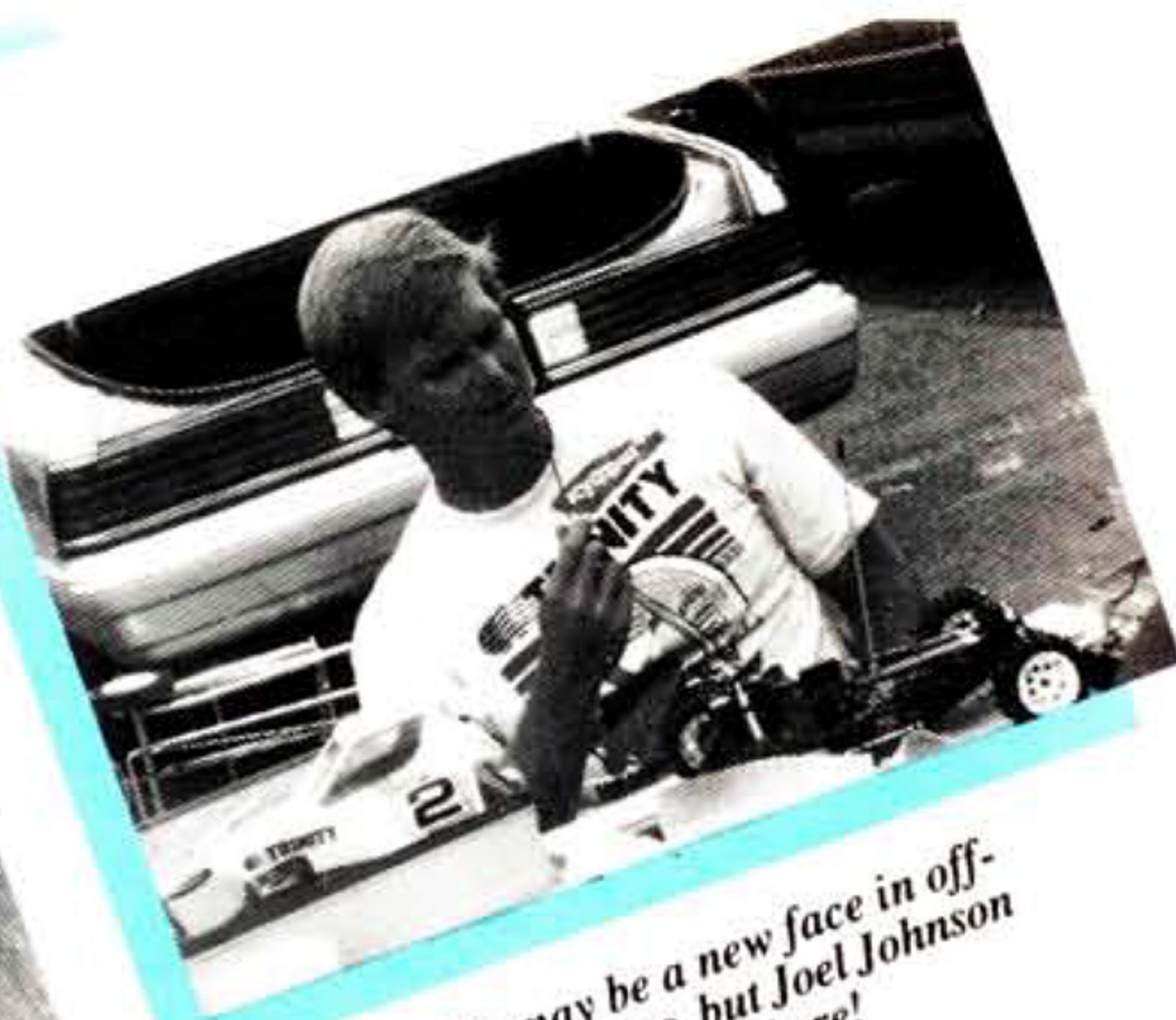
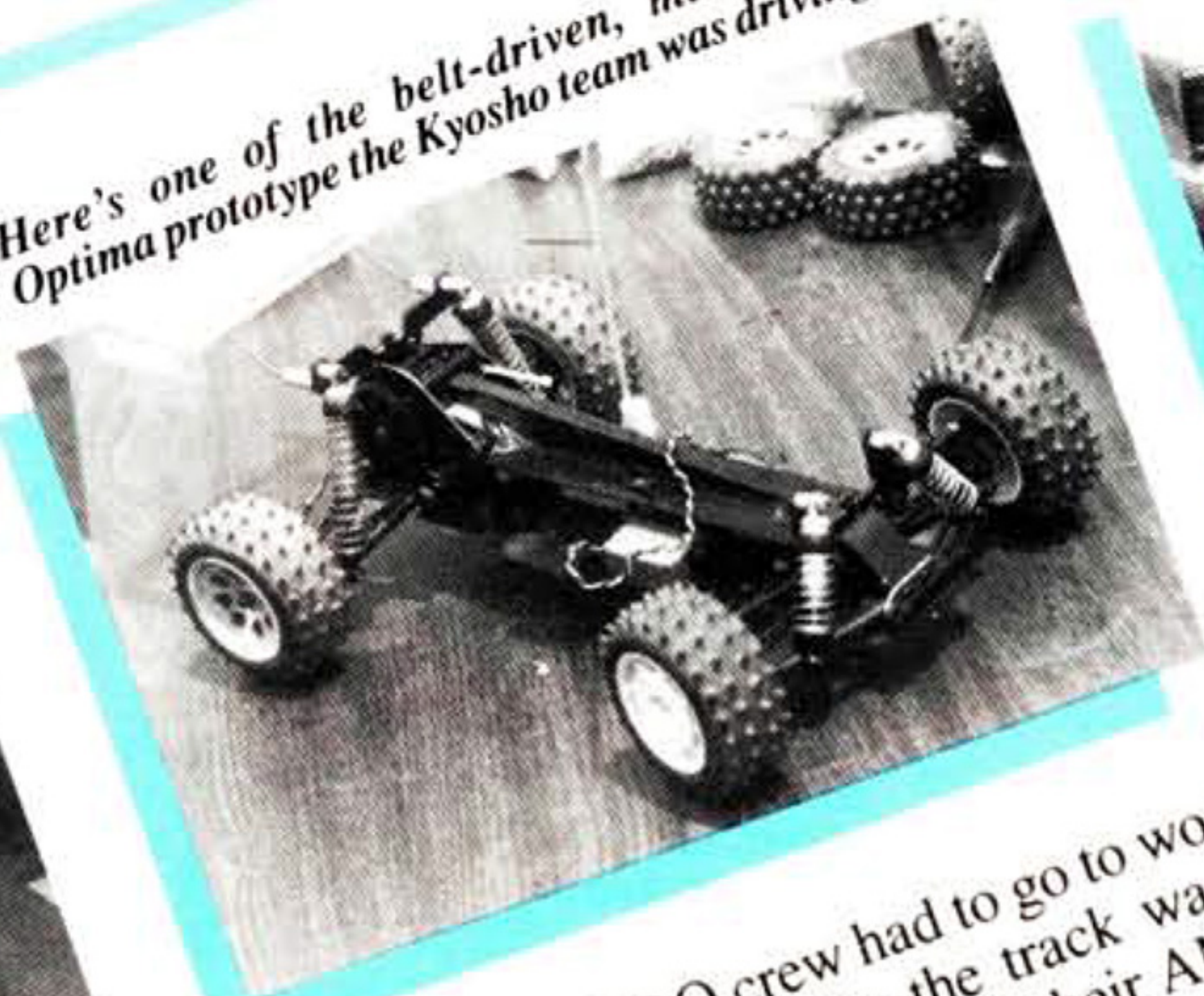
On Friday morning the PDQ track crew went to work early and got the track into great shape for the first round of qualifying. The clay produced great traction after it was groomed. The temperature on Friday was near 100° with high humidity. Many racers headed for their air-conditioned hotels and high winds sent everyone running for cover. Again on Saturday morning the track crew had to rebuild the track, this time because of the rain. But once again, the track was in excellent condition when they finished.

The Two-Wheel Drive Stock class was dominated by the Associated RC-10. Eight of the top ten qualifiers in the A main ran the RC-10. There was also an MIP, a scratch-built car, and one Hi-T car. A couple of the RC-10s used Composite

"Mouth of the North," John Thawley, left, and the "Mouth of the South," Bob Hosch, handled the race and rain announcing.



Here's one of the belt-driven, mid-engine Optima prototype the Kyosho team was driving.



He may be a new face in off-road racing, but Joel Johnson can drive anywhere!

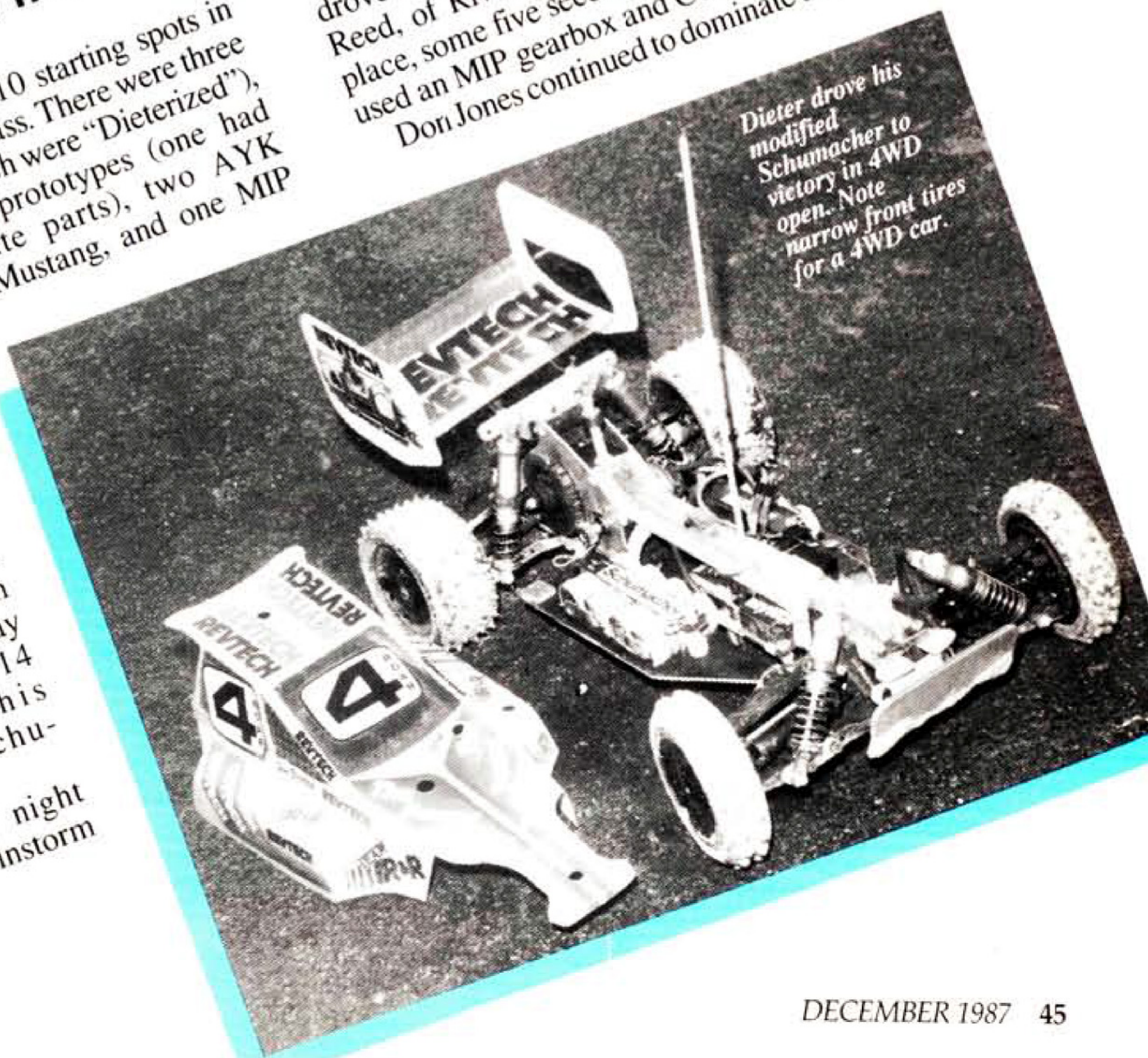
graphite chassis. Skip Starkey of Carbondale, Illinois, was the top qualifier with a 12-lap effort. The Two-Wheel Drive Open class had five RC-10s, three Ultimas, and one Dieterbuilt in the A main. Joel Johnson's Ultima had a graphite pan and shock towers that might soon be marketed by Trinity. Joel was the second-fastest qualifier with a car he's had for only three weeks. Don Jones of Chicago, Illinois, was the top qualifier with a 13-lap run. His Dieterbuilt was a full lap ahead of Joel's Dieter. Don's car was built by his teammate, James

came. The PDQ crew had to go to work again. But early Sunday morning the track was in excellent shape. BoLink loaned PDQ their AMB Autocount system, which included a brand-new scoreboard and clock. This new unit lets the spectators know about the top three cars and the lap difference between them. It's a great addition for radio-control racing. Rick and Linda Jordan of BoLink ran the scoring system throughout approximately 20,000 laps of racing with very few problems. Jay Katz, of Garden Grove, California, drove to victory in the Two Wheel Drive Stock A main by

## With 100° temperatures, this rainy race in Georgia was the south-east "shake and bake."

Five different cars filled the 10 starting spots in the Four-Wheel Drive Open class. There were three Schumacher Cats (two of which were "Dieterized"), three Optima belt-driven prototypes (one had Trinity prototype graphite parts), two AYK Radiants, one P.B. Mini Mustang, and one MIP RC-10. Mike Giem, of Arleta, California, celebrated his birthday by being the top qualifier with a quick 13-lap run. Mike was less than 1½ seconds away from turning 14 laps with his "Dieter" Schumacher Cat. Saturday night another rainstorm

cutting some 8 seconds off his best qualifier. Jay drove a Hi-Tech car to the championship. Kyle Reed, of Riverside, California, finished in second place, some five seconds behind Jay. Kyle's RC-10 used an MIP gearbox and Composite Craft chassis. Don Jones continued to dominate the Two-Wheel



Dieter drove his modified Schumacher to victory in 4WD open. Note narrow front tires for a 4WD car.



Above, first turn action in one of the 2WD Open heats. Right, the new AMB scoring tower worked great.



Drive Open class with a three-second victory over Kyle Reed. Don's Dieterbuilt was powered by a Revtech motor. Kyle's RC-10 used a Reedy motor. Mike Martin, of Valencia, California, finished third in his Trinity-powered Ultima.

Midway through the Two Wheel Drive Open class, the rains came again. While the rain provided some relief from the intense heat, it looked as if the racing would be over for the day. But after an hour of rain, the clouds abated and the heat returned. After the track dried for an hour, the tireless PDQ track crew was back at work. They brought in dry dirt and totally rebuilt the track for the fourth time. During the rain delay, the racers and spectators were kept entertained by the "Mouth of the South," Bob Hosch, and the "Mouth of the North," John Thawley. Bob and John interviewed some racers and manufacturers, they also held drawings for donated merchandise and gifts. These guys did a great job announcing the races.

After the track crew was finished, the racing began again. Due to a threat of more rain, the Four Wheel Drive Open A main was moved up. James Dieter, of Joliet, Illinois, drove an excellent race to win the National Championship by 5 seconds over Joel Johnson. James was driving a "Dieterized" Schumacher Cat powered by a Revtech motor. Joel drove a Trinity-powered, belt-driven, Optima prototype. Andy Dobson of North Royalton, Ohio, finished third, driving a Parma-powered P.B. Mini Mustang.

It took 6½ hours to complete each round of racing. A racer running in only one class had to wait for over six hours for a four-minute race. Roar should institute some type of regional qualifying for participation in future national events.

Congratulations to the 1987 ROAR Off-Road Champions, Jay Katz, Don Jones, and James Dieter: they certainly earned their titles!

#### Class: Two-Wheel Open, Championship Main

Finish	Qualified	Driver	Chassis	Motor	Speed Control	Tires
1	1	Don Jones	"Dieterbuilt"	Revtech	Tekin	CRP/Schum.
2	9	Kyle Reed	RC10	Reedy	Victor	ProLine
3	3	Mike Martin	Ultima	Trinity	Novak	Kyosho
4	8	John Peterson	Ultima	Twister	Victor	ProLine
5	5	Robbie Blackmon	RC10	Lightspeed	Novak	Tam/ProLine
6	7	Scott Montgomery	RC10	Lightspeed	CMW	ProLine
7	6	Randy Dale	RC10	Lightspeed	CMW	ProLine
8	4	David Marvuglio	RC10	Twister	Tekin	Kyosho
9	2	Joel Johnson	Ultima	Trinity	Tekin	Kyosho
10	10	Ken Peterson	Unknown			

#### Class: Four-Wheel Open, Championship Main

Finish	Qualified	Driver	Chassis	Motor	Speed Control	Tires
1	4	James Dieter	"Dieter" Schum.	Revtech	Tekin	Schumacher
2	6	Joel Johnson	Optima Prototype	Trinity	Tekin	Kyosho
3	5	Andy Dobson	Mini-Mustang	Parma	Laser	Schumacher
4	3	Eric Soderquist	Optima	Twister	Airtron.	Kyosho
5	10	Mike Martin	Schumacher	Trinity	Novak	Proline
6	9	Eustace Moore	MIP/RC10	Trinity	Tekin	Kyo/Schum.
7	8	Kris Moore	Optima Prototype	Twister	Novak	Kyosho
8	2	Steve Dunn	Radiant	Race Prep	Novak	ProLine
9	7	Mike Dunn	Radiant	Race Prep	Novak	ProLine
10	1	Mike Giem	"Dieter" Schum.	Revtech	Tekin	Schumacher

#### Class: Two-Wheel Stock, Championship Main

Finish	Qualified	Driver	Chassis	Speed Control	Tires
1	3	Jay Katz	Hi-Tech	Hi-Tech	AJ
2	2	Kyle Reed	RC10	Victor	Kyosho
3	8	Michael Ebert	RC10	Novak	Tam/Pro
4	10	Tony O'Reilly	RC10	Novak	AJ/CRP
5	4	Brandy Dreifus	MIP	Airtron.	ProLine
6	1	Skip Starkey	RC10	Novak	Tam/Pro
7	6	Todd Fox	RC10	Novak	Kyo/Pro
8	5	Ken Groat	RC10	Novak	Kyosho
9	7	Steve Majors	RC10	Victor	Kyosho
10	9	Mike McAllister	RC10	Tekin	AJ/Pro