



Reedy 1/10 Spring International

Radio Race Car visits the first Reedy 1/10 Spring International at Romsey.

April 10 saw one hundred and forty drivers from nine nations arrive at the Romsey off road club. Their reason for coming was the first ever Reedy Spring International Championship. National Champions from all over Europe took part as well as both American Champions Gil Losi and Jay Halsey. The Romsey off road club is due to hold the World Championships in August this year and a lot of drivers were killing two birds with one stone and were testing for the Worlds. The Romsey track is unique in the U.K. by virtue of its speedway shale surface, the total track length is 375 feet and varies in width between ten and twelve feet. There are two banked corners one of six feet, the other of two, a sharp incline and decline of around

14in. separates the infield from the outfield section.

Overnight rain had left conditions wet for Friday mornings practice sessions, between 8.30 and 12.30 it was open practice followed by timed practice in heats format and finally the first round of heats. The red shale proved deceptive and despite the absence of heavy, clinging mud on the track, the wet shale was soaking up power, leaving some drivers stranded, their cells exhausted. However by 2.30 the track had dried considerably, causing problems for drivers who had set their cars up after the timed practice in readiness for their first heat, the joys of the British springtime. As the surface dried out one face was becoming painfully obvious to

anyone driving a 2wd car, this was not going to be their weekend. Toward the end of the day the fine shale had dried completely and the 4wd cars were already showing their superiority on this surface. Friday came to a close with Andy Dobson, Glyn Peglar and Tim Walden showing superb form and driving very smoothly. The German contingent were also noticeable by the incredible speed their cars were showing on the straight, although they were having problems setting up for this type of track. German cars consisted of P.B.'s, Cats and a very turboed Optima.

Saturday

Overnight heavy rain had once more drenched the track, keeping both the track



Above, the race of the weekend was run in the heats between Glyn Peglar left, and Andy Dobson. Above, ready for the off, A final first leg. Below, all ten A finalists prepare for battle. Below Gill Losi Jr's superb Dogfighter rolls easily into a tight corner.



Two photographs of the very camera shy Associated 4WD prototype, in action she was very promising.

officials and the vibrating roller busy as they reworked any part of the surface that needed attention. Once more the weather followed the same format and by midday the track had begun to dry out, a freshening wind had all traces of moisture gone by early afternoon. By this time it was becoming obvious that fifteen laps were needed by anyone wishing to make the A final, in fact the first twenty six places were all given to drivers with fifteen laps any less and you got no more than a D final place, that's how hot the competition was. By this time Gil Losi had begun to show the form that made him World Champion driving in superb fashion to finally clinch position ten and a place in the A final. Rory Cull was flying round, his P.B. was handling superbly as he battled through to sixth place. The race of the day however came in round three, a lone battle between the two Cats of

Andy Dobson and Glyn Peglar took place. Andy led for the first three and a half minutes with Glyn right behind, almost as if the two Cats were tied together with string. The long wheel base Cat of Glyn's was handling better over the bumpy surface and seemed to be quicker, with a superb display of driving skill, Glyn took Andy around the inside of the last bend before the home straight. From then on Glyn was unstoppable as he pulled further and further away from Andy's Cat. Glyn finished the heat after setting a new track record with sixteen laps and took the fastest time of the day. As Saturday drew to a close seventy heats had been run, with one round to go you had to be looking for fifteen laps plus consistently and in a very good time to make the A final, life is so hard at times.

Sunday

The weather kept dry and warm for Sundays last round of heats and finals. After round six nothing much had changed and the top ten qualifiers were as follows:-



Glyn Peglar collecting all his trophies from Mr Reedy himself.

Driver	Laps	Car
1 Glyn Peglar	16	Schumacher Cat L.W.B.
2 Andy Dobson	15	Schumacher Cat
3 Phil Davis	15	Schumacher Cat
4 Pete Stevens	15	Schumacher Cat
5 Robin Schumacher	15	Schumacher Cat
6 Rory Cull	15	P.B. Mini Mustang
7 Steve Lilywhite	15	Schumacher Cat
8 Mike Stevenson	15	Schumacher Cat
9 Tim Walden	15	Schumacher Cat
10 Gil Losi Jnr	15	Yokomo Dogfighter



The Romsey circuit was a testing, incredibly slippery surface that brought the best out of the drivers.

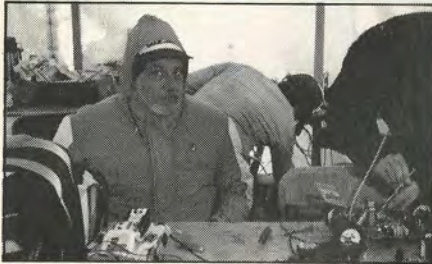


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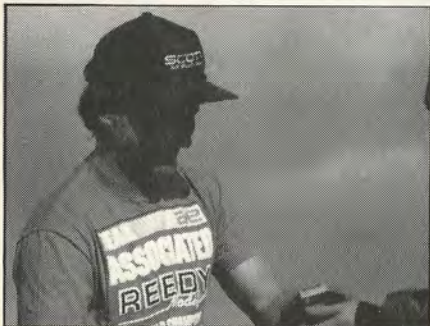
The A final was to be run over three legs, the best two of each would count in the final tally. Drivers would collect ten points for a win reducing all the way down to one point for last place.

Round One

The cars lined up on the starting grid and the hooter sounded, everyone was away cleanly and very, very fast, the inevitable shunt happened around the first corner and Gil Losi Jnr emerged unscathed, his Dogfighter going as if on rails the World Champions form had returned just when he needed it most, had it ever left we have to ask? Pete Stevens emerged from the melee in second place and after five minutes thats how it ended.



Gil Losi Snr, relaxing in the English sunshine.



Cliff Lett above takes his trophy for the B final place and Gil Losi for his A final second.



Round Two

The start was clean and everyone got away, after a couple of laps it was Glyn Peglar, Gil Losi and Andy Dobson one, two and three, all three drivers were going hard and fast and were showing text book driving skills. The line around the track was by now well picked out, avoiding the bumpiest sections and taking the fastest route between two corners, a mistake by any one of the three drivers would have cost them dearly but no one made any and the distance between all three cars never varied throughout the entire five minutes. With the exception of Losi's Yokomo Dogfighter the top eight cars were all Cats in one form or another, the two P.B.s of Steve Lilywhite and Rory Cull brought up the rear, both drivers were doing all they knew to keep up but their cars weren't handling or going as well as any of the Cats.

Round Three

So this was the crunch, all eyes were on the cars of Glyn Peglar and Gil Losi, again a pile up at the apex of bend one saw cars weaving around to stay out of trouble. Who would come out of this unscathed? Glyn showed first followed by Andy and a long way back was Gil. The last round was full of incident for the two P.B.s as first Rory Culls car broke, his front wheel dangling by the lower wishbone and then Steve Lilywhite pulled up his race over. By this time Glyn had stretched his lead, with Andy second and slightly behind them both was Gil Losi Jnr. Thats how the race finished giving the title of Reedy 1/10 Spring International Champion to Glyn Peglar. Glyn had a wonderful weekend taking the overall title, on the way he had broken the track record no less than three times and taken the F.T.D. trophy too, well done Glyn. Richard Isherwood took the B Final and Tony Anderson was well rewarded for his long trip from Finland by winning the C.

Hearts, Flowers And Allo Whats That Dept.

Rory Cull wins the unluckiest man of the meeting prize, if there was a ruck anywhere on the circuit then Rory was dragged into it somehow, the final straw came when he



And even more trophies, some were disappointed after the hard three days to only get a place, some were delighted.



lost a wheel in the third heat of the final. American Cliff Lett appeared to be driving a very rapid RC10, on closer inspection it turned out to be a four wheel drive prototype, unfortunately the car turned out to be very camera shy, especially with the body-shell removed, wonder why? The new Yankee Electra was given its first International airing and for a brand new car showed well as the D final was taken by Frederick Vaysseier, France's 1/8 Champion driving one of the works cars. A new centre differential is on its way from Yankee and should improve the car even more, worthy of note though is the fact that nothing on any of the Yankees broke. One final observation, eight Schumacher Cats in the A Final, congratulations Cecil, didn't you do well.



Andy Dobson and Pete Stevens collect their hard earned trophies.



So there we are then, next big date for Romsey is the World Championships which are to be held between August 3-9, will the U.K. have a World Champion? Were the American drivers pulling their punches? Can the Germans harness some of the incredible power they have on tap and produce a stable, smoother handling Mustang, Cat or Optima? We shall see, we shall see.

A Final (3 Legs)

Driver	Car	1st Leg Pts	2nd Leg Pts	3rd Leg Pts
Glyn Peglar	Cat	7	10	10
Andy Dobson	Cat	8	8	9
Phil Davies	Cat	6	7	4
Pete Stevens	Cat	9	6	8
Robin Schumacher	Cat	5	4	3
Rory Cull	Mini Mustang	1	2	1
Steve Lilywhite	Cat	2	1	2
Mike Stevenson	Cat	3	3	6
Tim Walden	Cat	4	5	5
Gil Losi	Dogfighter	10	9	7