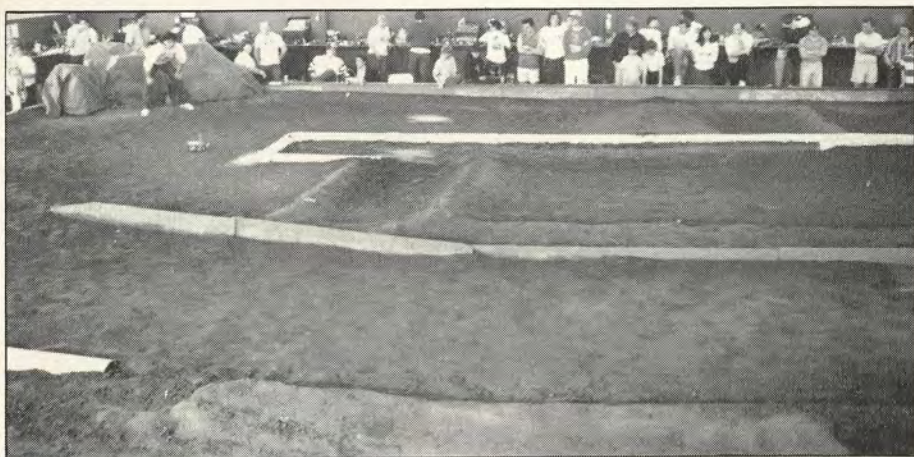


# REEDY Invitational

The 1989 Reedy Race of Champions was held on January 21st and 22nd at Radio Controlled Hobbies Raceway at Costa Mesa under sunny Californian skies and Radio Race Car was there to join in the fun.



a tight banked right hand bend, leading the cars into the in-field and the first of the double jumps that proved a great leveller, for both drivers and cars. A 180° unbanked turn brought the cars into the really big jump of the track. This is something that American drivers are particularly keen on — jumps, and this one was a real biggie, sending the cars flying over the double humps. Take off and landing was critical and had many of the top drivers in trouble. On through the sweeping right hand bend into a left hander and three smaller humps, round another 180° turn, a final jump and then back into the straight for another lap. The track held spectator interest high and provided some exciting racing. Track maintenance between heats was excellent, with the track marshall, affectionately nicknamed 'Reptile', proving himself indispensable with his energy and enthusiasm — the sort of guy every track should have!

The 32 drivers competing in the invitational event had come from all over the world to attend and included some almost household names, such as Katsunori Kondo from Japan, who has raced just about every type of R/C car; "Jammin" Jay Halsey, fresh from his film debut 'Dead Pool' with Clint Eastwood; our own Jamie Booth who has now joined the Schumacher team full time; and many others such as Denis Blandin, current European champion, and Masami Hirotsaka, current world champion.

Britain had five drivers competing; Jamie Booth, Phil Davies (who was racing the new Schumacher Top Cat in its first competitive event), Craig Drescher, Rory Cull and youngster Marc Neil, who was fortunate enough to have ex-world champion, Phil Booth, pitting for him.

Saturday was the end of practice and the start of the 2WD event. The clash of competing cars concentrated on Associated RC10s, Kyosho Ultima, and the two new kids on the block — the Losi JR-X2 and Cecil Schumacher's latest, the Top Cat (though

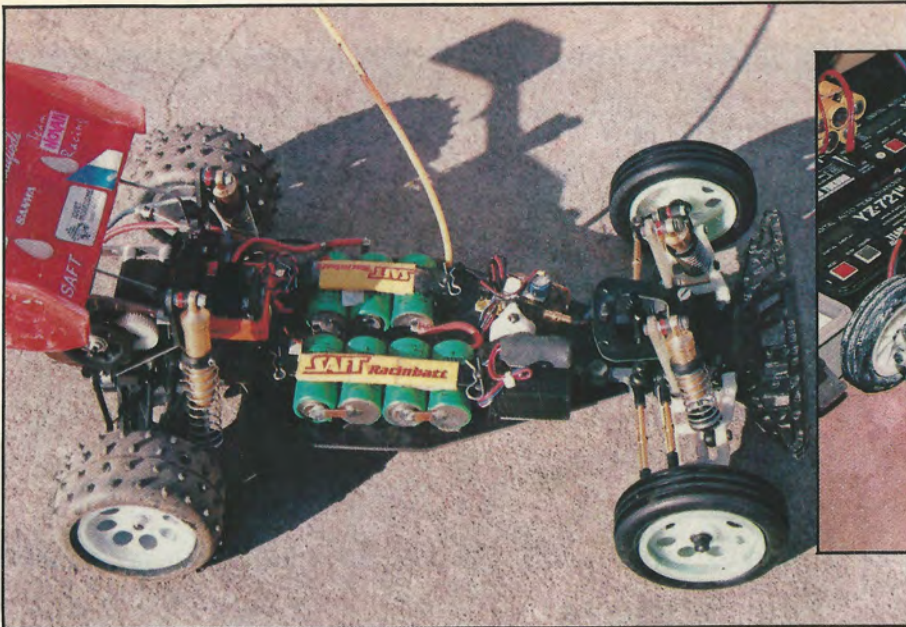
*The track was hard and fast with jumps in just the wrong places! Below, Mike Reedy with Jamie Booth and Rory Cull.*

Mike Reedy's invitational meetings have, over the years, become a point of great interest, providing an opportunity for drivers from all over the world to meet and enjoy the camaraderie of 1/10th off road racing. This year was no exception with 32 drivers taking part in the invitational event. The Reedy races are organised in a very individual fashion in as much as every heat counts. For example, Saturday is the two wheel drive class and Sunday the four wheel drive. The format is thus; each driver has six rounds for each class, that is six 2WD on the Saturday and six 4WD on the Sunday. In each round the drivers alternate so that no one heat involves the same drivers competing against each other twice. The competitors are allowed to discard one heat from each class. The remaining five heats for each day count toward the final position. As can be imagined, this dramatically increases the pressure for drivers to get it right every time!

The indoor track had been designed especially for the event and was constructed of compacted earth, which was completely rotavated (!) and re-rolled between the 2WD and 4WD events. The track contained a long, fast straight sweeping at the end into





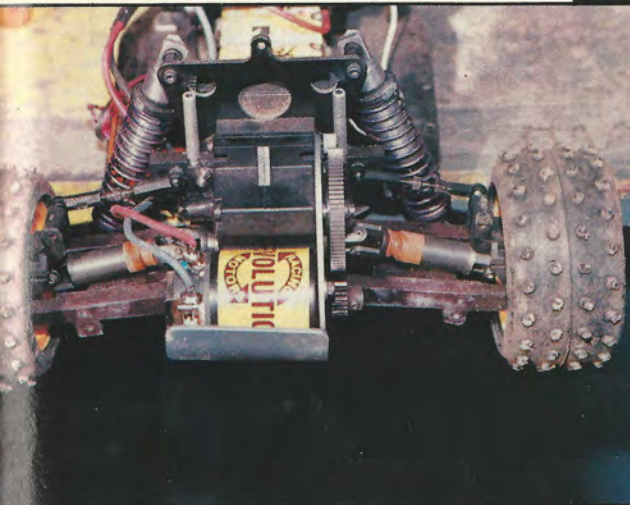


Denis Blandin's Ultima well modified with many graphite parts.



Masami Hirotsuka drove this well turned out and modified RC10 with his usual exciting style.

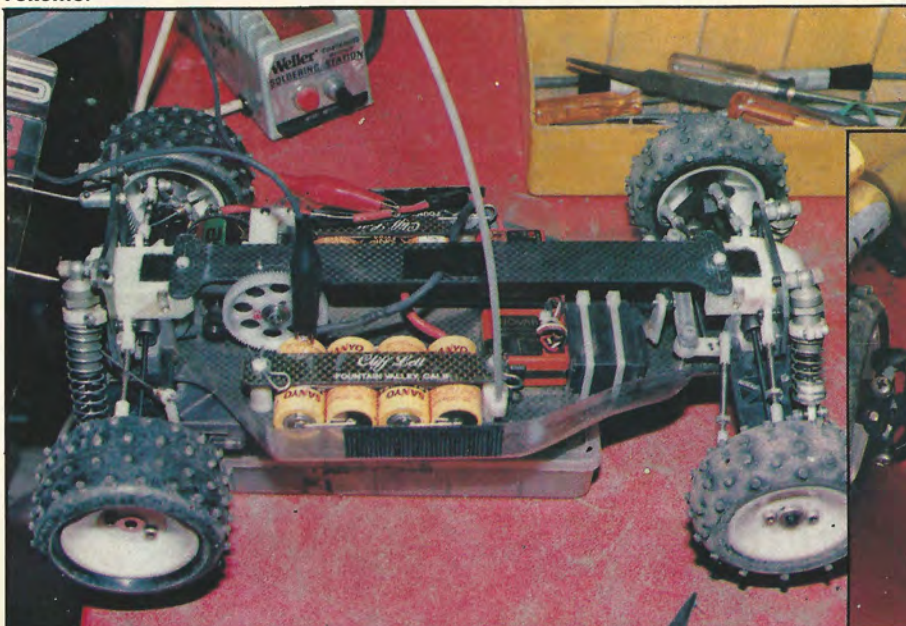
Gil Losi Jnr was trying an alternative set up with this JR-X2 using rear "A" arms.



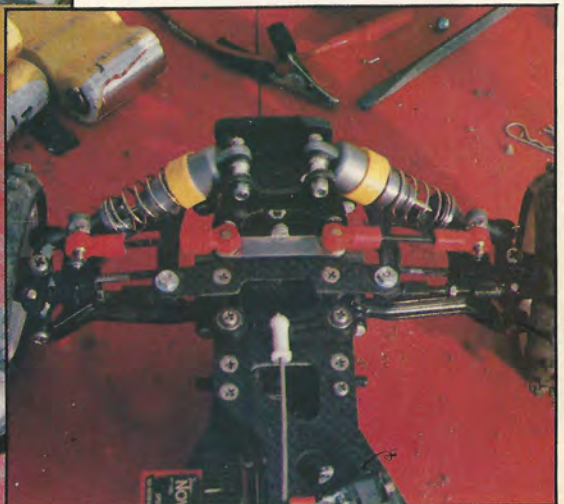
Cliff Lett was showing that he had a few alternative design ideas too with this 4WD Yokomo.



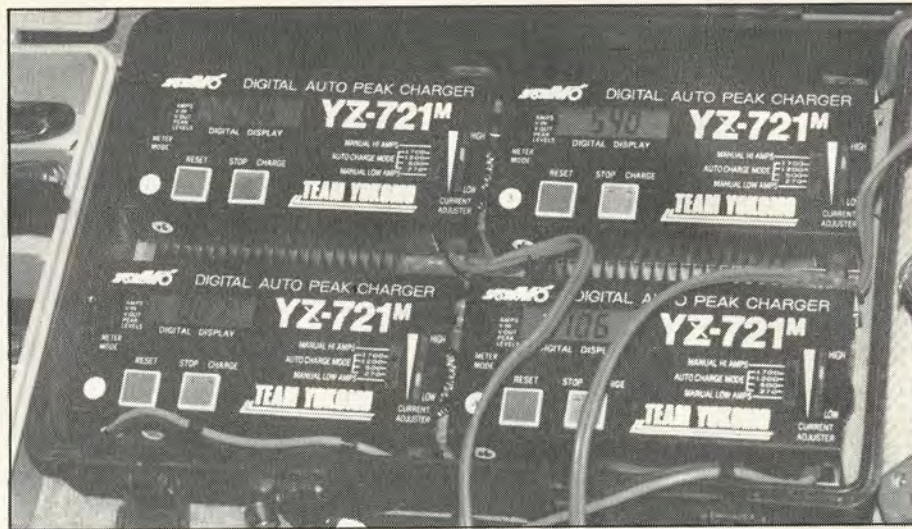
The British team line up for their photo. L to R, Jamie Booth, Rory Cull, Craig Drescher, Phil Davies, Marc Neale.



This was the front end set up of the Tamiya Avante driven by Joe Schmitz in the 4WD event.







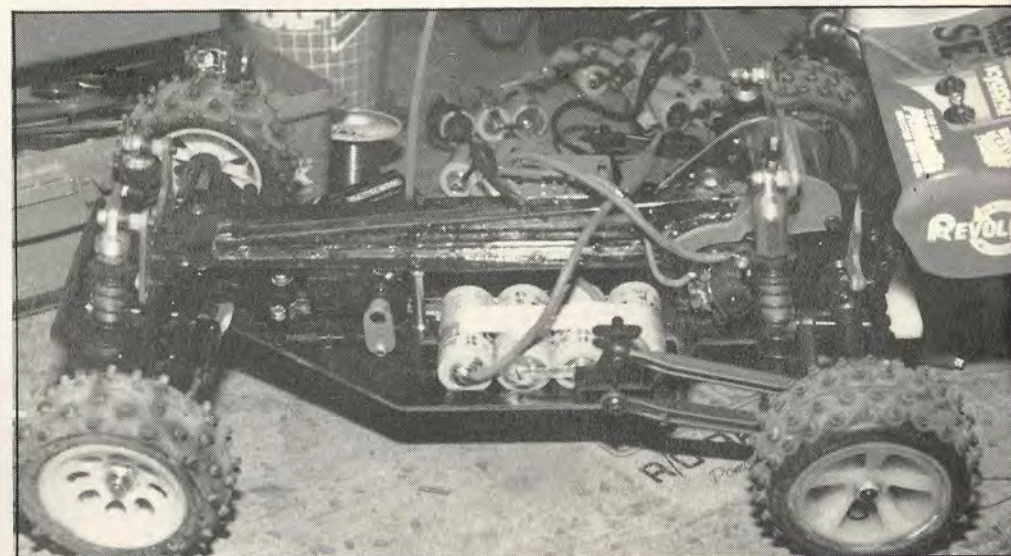
Above, Masami Hirose's charging box. We think he could launch his own power company with this lot.

this car was not in full production at that time). The most predominant was certainly the old favourite RC10, proving that four years after its first appearance, this car is still among the leaders and a hard one to beat! Cliff Lett, top Associated driver, was of course running an RC10, although with some modifications including Andy's front arms (these featured on virtually every RC10) and a prototype MIP gearbox.

Chris McElroy, from the United States, ran a stock Ultima and placed himself very high on the leader board, while Gil Losi Jr headed the JR-X2 assault, a car which has enjoyed considerable success on the track and employs an interesting and very effective five link rear suspension system. Gil used this opportunity to try a more conventional A-arm suspension linkage. Team consensus following the 2WD event was that the 5-link system was, on most tracks, hard to improve on.

Phil Davies, Schumacher's R&D man, was the principle driver of the new Top Cat and unfortunately experienced considerable problems, although this is understandable since this was its first big meeting — almost a baptism by fire. No doubt Phil and the Schumacher team have gained valuable ex-

Team Losi rear end and Kyosho Optima front, could well prove interesting.



perience from this.

The track surface, and most certainly the jumps, had most drivers "thrashing" in the pits as they worked on their suspension set up and tyres while endeavouring to find the optimum combination for this fast and testing circuit. European drivers should at this time remember that all cars were running modified motors, 7 cells with 4 minute heats.

The resulting set up on the cars did appear to show some uniformity among most drivers, particularly in the choice of tyres. The ones to have seemed to be Yokomo Hot Laps and cut Schumacher Cat rear, with the JRX front ribbed fronts.

Perhaps one of the most modified cars was Frenchman and European Champion Denis Blandin's modified Kyosho Ultima, which sported a graphite chassis, Andy's front wishbones, Losi steering idlers and of course the new Saft cells which stood out against the almost total predominance of Sanyo battery pack.

At the end of the first day the positions were as follows: Cliff Lett in first place, followed by Jay Halsey in 2nd, Jamie Booth 3rd, Kris Moore 4th, Chris McElroy 5th, Gil Losi 6th, Joe Schmitz 7th, Masami Hirose 8th, Jack Johnson 9th and Rick Howart 10th. The first five drivers were separated by only four points, showing just how close the competition was.

Day 2, Sunday, and the 4WD class begins.



Left to right, Cliff Lett, Jay Halsey and Masami Hirose.

Mike Reedy started his day with a few problems. Apart from running the race meeting, it appeared that his team had been day dreaming and not realised that they were up on the first heats which resulted in furious work to get the cars ready! After this initial panic, however, the race settled down into its tight and well organised schedule. Chief contenders in this race were, in the main, the Yokomo (now being distributed in the US by Associated and therefore having most of the top Associated drivers using these cars), the Kyosho Mid Optima, and the world champion Schumacher Cat.

The first heats gave some of the English lads their problems with young Craig Drescher having to retire with a loose pinion

gear (Craig drove really well the previous day in the 2WD class), and Jamie Booth having to run most of his first heat with only one shock absorber on the rear.

It was evident that many drivers felt more at home in the 4WD class, driving cars which they were perhaps more familiar with. This was certainly the case with Masami with his Yokomo and Phil Davies and the other English drivers with their Schumacher Cats. These two particular cars evened fairly well on this track with the Cat able to out-accelerate the Yokomo, while the Yokomo was far more effective over the jumps and uneven terrain.

Jo Schmitz, from the US, was driving the only Tamiya Avanti and this appeared to be

perhaps the best car on the jumps. Certainly round the rest of the track it was on the pace. The one problem Jo seemed to have was that the Avanti rear end tended to break away on tight in-field turns. We understand that this is a new design of Avanti, offering a number of modifications and we look forward with great interest to being able to examine this car further.

Throughout the day the heats rolled and tension grew, with no driver pulling clearly into the lead. In fact, it came down to the last two rounds when Jay Halsey and Cliff Lett were virtually neck and neck on points. Halsey racing in the penultimate heat and now thoroughly at home on his local track was powering away in second place and challenging for the lead when disaster struck and he lost a front wheel. The determination of his driving showed through as he bravely continued to race, edging round the bends and powering down the straights, to finally finish way down the positions leaving the door wide open for his team mate Cliff Lett in the last heat to get ahead on aggregate points.

The last heat was a fitting tribute to a fabulous weekend of driving with Brit Phil Davies getting his best run, following Masami by just inches as they fought to overtake back markers in a breathtaking run which had spectators cheering.

The time had now come where the computer had to do its work and was let loose on the difficult task of calculating the actual winner and the final positions. This resulted in 15 tied places which then had to be worked out by tie breaks to get the final positions as listed:

A great weekend of hard, competitive racing between well matched drivers and cars was enjoyed by all, and as they left, many drivers' thoughts were already turning to the next Reedy International to be held in Portsach, Austria in May of this year.

Driver	Fin. Pos.	2WD Total Pts.	2WD Pts After Throwout	4WD Total Pts.	4WD Pts. After Throwout	Final Pts. with Throwouts	Tie Break Pts.	Number of Wins
Cliff Lett	1	6	5	16	10	15		
Jay Halsey	2	10	7	17	10	17		
Masami Hirose	3	20	12	9	7	19	Tied + 29	Tied 6 1st.
Chris McElroy	4	12	9	17	10	19	Tied + 29	Tied 4 1st.
Kris Moore	5	12	9	22	14	23		
Gil Losi Jr.	6	15	10	22	14	24		
Jamie Booth	7	14	7	27	19	26		
Jack Johnson	8	17	13	23	15	28		
Joe Schmitz	9	17	12	26	20	32	Tied + 43	
Chris Allec	10	20	15	24	17	32	Tied + 44	
Butch Kloeber	11	28	21	20	13	34		
Rick Vehlow	12	26	20	22	15	35		
Rick Howart	13	18	14	29	22	36		
Kurtis McElroy	14	24	18	26	19	37		
Jurgen Lautenbach	15	34	26	20	13	39		
Katsunori Kondo	16	28	22	27	19	41		
Jay Katz	17	35	27	21	15	42	Tied + 56	Tied 2 1st
Ron Rossetti	18	30	23	26	19	42	Tied + 56	Tied 0 1st
Steve Dunn	19	26	19	31	23	42	Tied + 57	
Rory Cull	20	26	21	30	23	44		
Denis Blandin	21	37	29	24	17	46	Tied + 61	
Don Jones	22	37	29	25	17	46	Tied + 62	
Craig Drescher	23	32	24	37	29	53		
Gary Keyes	24	30	24	38	30	54		
Phil Davies	25	45	37	25	19	56	Tied + 70	
Mike Dunn	26	33	25	38	31	56	Tied + 71	
Matsumoto	27	40	32	32	24	46	Tied + 72	
Jim Dieter	28	43	35	29	22	57	Tied + 72	Tied 12nd
Eustace Moore	29	32	25	40	32	57	Tied + 72	Tied 02nd
Stephan Oberle	30	38	30	35	27	57	Tied + 73	
Eric Soderquist	31	34	26	40	32	58		
Kyle Reed	32	39	42	46	28	59		