

# FRENCH GRAND PRIX

*including*

# REEDY SPRING INTERNATIONAL

## Keith Chaplin reports for RRC.

Well the time had come to plan the trip down to the south of France to Lyon for this years French Grand Prix and Reedy Race. This year we chose to drive and having been before we knew we were facing a round trip of 1500 miles. Some people say you must be mad to go so far for a race meeting but unless you have been to a European Grand Prix you won't have experienced the atmosphere and enjoy the close racing on totally different styles of tracks that we are used to in the UK. I must admit that there was a little speculation on whether this meeting was going to be a success because it was indoors on a purpose built track and was only being built the day before the event started!

On arrival at the Halle Tony Garnier on Wednesday I managed to get a sneak preview of the track being finished. What a track! 500

### 4wd 'A' finalists line up for the big race.

tons of clay and topsoil delivered by 25 articulated lorries, 2 JCB digger/scrapers laying out the clay and a huge roller compressing it down. Overall dimensions of the track were 24 x 35m. Seating facilities for spectators were also having the finishing touches done



with a capacity for 8,000 spectators. Two PA systems were in operation; one for spectators and the other for the drivers. 280 drivers had entered and there was a pit table for each and ample electricity points. All my speculation had now gone and I knew the French knew what they were doing and we were in for four days of great racing.

Back at the hotel all the star drivers were arriving, Jay Halsey, Butch Kloeber (USA), Stephan Oberle (4wd European Champion), Jamie Booth (2wd European Champion and British Champion), Jurgen Lautenbach (LRP), Jason Varley (out of retirement), Rory Cull, Craig Drescher (Team Reedy/Associated), in fact the hotel was full of racers from all over the world.

Thursday was going to be a long day with drivers registration and open practice from 10.00 a.m.-9.30 p.m. After two hours of practice and

### A Final 2wd results

Name	1st Final	2nd Final	3rd Final	Res (Best Two)	Pos
Rick Howart	15 5.08.60	15 5.02.70	16 5.20.40	31 10.23.10	1
Craig Drescher	15 5.09.10	15 5.20.80	15 5.04.50	30 10.13.60	2
Butch Kloeber	15 5.08.90	15 5.09.80	15 5.11.00	30 10.18.70	3
Kevin Moore	15 5.19.50	15 5.13.90	15 5.06.90	30 10.20.80	4
Jay Halsey	15 5.15.20	15 5.06.60	14 5.12.10	30 10.21.80	5
Chris Macelroy	15 5.09.40	15 5.09.80	15 5.14.80	30 10.24.20	6
Jurg. Lautenbach	15 5.20.10	14 5.05.90	15 5.18.10	30 10.38.20	7
Klauser Wilhem	15 5.12.70	14 5.06.80	14 5.03.90	29 10.16.60	8
Jamie Booth	14 5.02.90	15 5.20.70	14 5.03.60	29 10.23.60	9
Steve Brace	14 5.03.70	14 5.05.00	14 5.05.70	28 10.08.70	10

watching and timing the fast drivers, you could not stop practicing until you could get your car to put in consistent 21 second laps, 2wd and 19 second laps 4wd. With the track being very slippery every tyre combination was being tried. The tyres which were showing as the best combination were Losi X pattern rears and Losi staggered rib fronts. The problem now was would the drivers have enough tyres for three days racing because they worked on 2wd and 4wd and their weren't many of them about in comparison to Schumacher and Yokomo tyres. A





◉ **Jamie Booth and Colin Spinner — Team Tamiya.**



◉ **Jurgen Lautenbach — runner up in 4wd.**



◉ **Rick Howart works on his RC10.**



◉ **British 4wd 'A' finalists, Kevin Moore, Rory Cull and Pete "Awesome" Stevens.**



◉ **Jammin' Jay Halsey.**



◉ **Some of the competing 2wd cars.**

French model shop proprietor turned up with 30 pairs in his arms and sold the lot in as many seconds. The other prominent new items in many of the drivers cars was to use punch control speed controllers with the new Nosram and Tekin controllers leading the way. This enabled them to maintain top speed on the straight and not have to fight the back end in and out of the corners. Friday saw the start of 2wd qualifying, after a days full racing the top four drivers straight

through were: Rick Howarth, USA; Craig Drescher, GB; Butch Kloeber, USA; Kevin Moore, GB.

After Christmas Tree finals the remaining 6 drivers to go through the A final were: Chris Mcelroy, USA; Jamie Booth, GB; Jay Halsey, USA; Jurgen Lautenbach, D; Klaus Wilhem, D; Steve Brace, GB.

The first leg of the 2wd A final was the most exciting race I have ever seen. The cars were absolutely flying and at the end of a race where any one of four cars could win on the last lap we got to the finish line with only 8/10 second

between 1st and 4th place. What were the other two legs of the final going to be like?

1st leg: Rick Howarth 15—508.60; Butch Kloeber 15—508.90; Craig Drescher 15—509.10; Chris Mcelroy 15—509.40.

The last two legs were good racing with Rick Howarth putting in the only 16 lapper to win outright the 2wd race.

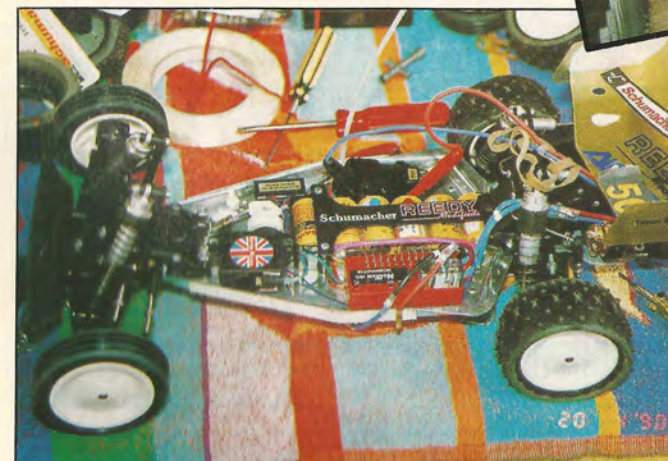
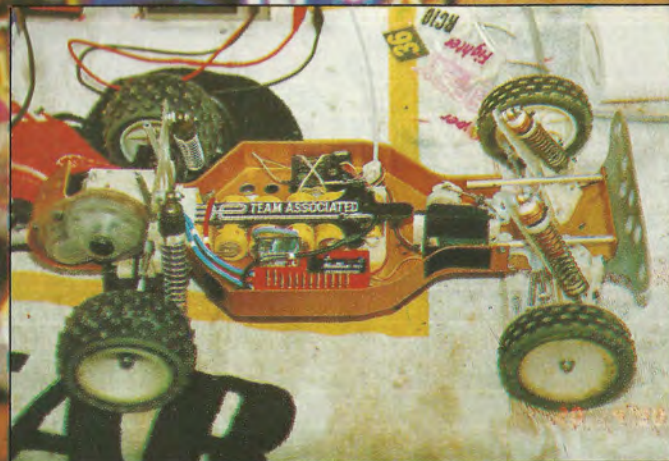
Four wheel drive was very similar

◉ **14,000 spectators over four days!!**

◉ **The track was huge, and beautifully prepared.**



◉ **Jamie's Nosram /LRP powered Astute.**





## A Final 2wd

Driver	Car	Team	Nicads	Motor	Speedo	Front Tyre	Rear Tyre	Servo	Qual	Final
Rick Howarth USA	RC10	P.P. Tekin Futaba	P.P.	P.P. 14 dbi	Tekin 610	Losi Staggered	Losi XPattern	Futaba Bish	1	1
Craig Drescher GB	RC10	Reedy Assoc. Keil Novak	Keil	Reedy Blue Dot	Novak T1	Losi Staggered	Losi XPattern	KO Fet	2	2
Butch Kloeber USA	RC10	Assoc. Reedy Airtron. Jammin Prod	Reedy	Reedy Gold Star 14 x 2	Tekin 700	Losi Ribbed	Losi XPattern	KO Fet	3	3
Kevin Moore GB	Cougar	Schumacher Reedy	Schumacher SLE	Reedy Green DSI	Nosram Exterminator Torque Limit	Schumacher Rib	Losi XPattern	KO Fet	4	4
Chris Mcelroy USA	RC10	P.P.	P.P.	P.P. 15 x 4	Tekin 700	Losi Staggered	Losi XPattern	Futaba 131SH	5	6
Jamie Booth GB	Astute	Tamiya Nosram LRP	Nosram ASP LRP SCE	LRP	Nosram Exterminator Torque limit	Losi Staggered	Losi XPattern	KO Fet	6	9
Jay Halsey USA	RC10	Assoc. Reedy Airtron. Jammin Prod	Reedy	Reedy Green DST	Tekin 700	Losi Rib	Losi XPattern	Airtronics	7	5
Jurgen Lautenbach D	Cougar	LRP Schumacher	LRP SCE	LRP Orange	LRP P.T.	Losi Staggered	Losi XPattern	KO Fet	8	7
Klaus Wilhelm D	Ultima	Multi. Reedy Kyosho Keil Mim	Keil	Reedy Gold Star	Multiplex	Dynamite	Losi XPattern	KO Fet	9	8
Steve Brace GB	Cougar	Parma Schumacher	Parma	Parma 13 x 2	Tekin 610	Bule 20 Row Stud	Losi Block Pattern	Futaba 131SH	10	10

more memorable, professional and outstanding race meeting and on behalf of all the British drivers and Steve Brace, thank the French organisation for a truly memorable race.



in qualifying with the cars going on average 1-1 1/2 seconds faster per lap. The man who was looking favourite was Rory Cull whose car looked and performed magnificently. However Rick Howarth was driving out of this world again and took TQ with his Kyosho Lazer.

Straight through to the A finals were: Rick Howarth, USA; Klaus Wilhelm, D; Rory Cull, GB; Jay Halsey, USA.

Into Christmas Tree finals to find the other six finalists with the unluckiest driver being Craig Drescher who only had to finish his last lap to qualify through the A final when his rear tyre came off and jammed onto his shock absorber, making him unable to finish. The final six were: Jurgen Lautenbach, D; Kevin Moore, GB; Stefan Danz, D; Pete Stevens, GB; Guy Derweerd, B; Werner Bergbauer, D.

After introducing each qualifier on to the rostrum with incredible cheers from the 8,000 capacity crowd the race was under way. Rick Howarth was again giving a display of racing perfection to win from start to finish. Jurgen Lautenbach of LRP fame won the second final with probably the fastest car I had ever seen. The third leg was going to be a race with Rick Howarth, Jurgen Lautenbach and Jay Halsey all in contention to take the honours. It was not to be as Rick Howarth again drove superbly to put in the only 17 lapper to prove that he was a worthy winner of both 2 and 4wd.

After the presentation Jim Halsey thanked the French on behalf of Mike Reedy who unfortunately was

unable to attend, for an excellent race meeting. And I must agree that after twelve years of going to race meetings I have never been to a

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Rick Howarth	16 5.07.50	16 5.10.90	17 5.21.00	33 10.28.50	1
Jurg. Lautenbach	16 5.19.70	16 5.08.20	16 5.04.90	32 10.13.10	2
Jay Halsey	16 5.09.00	15 5.09.00	16 5.05.20	32 10.14.20	3
Rory Cull	16 5.16.60	16 5.12.20	16 5.03.20	32 10.15.40	4
Klaus Wilhelm	16 5.17.60	16 5.10.50	16 5.15.90	32 10.26.40	5
Guy Deweerd	16 5.18.20	16 5.15.10	16 5.13.00	32 10.28.10	6
Stefan Danz	03 0.55.20	16 5.15.10	16 5.13.50	32 10.28.60	7
Kevin Moore	16 5.16.80	16 5.15.00	15 5.01.40	32 10.31.80	8
Peter Stevens	15 5.01.70	15 5.05.10	16 5.14.40	31 10.16.10	9
Werner Bergbauer	14 5.00.60	16 5.17.90	03 1.00.40	30 10.18.50	10

Driver	Car	Team	Nicads	Motor	Speedo	Front Tyre	Rear Tyre	Servo	Qual	Final
Rick Howarth USA	Lazer ZX	Kyosho P.P. Tekin Futaba	P.P. SCE	P.P. Beast 12 x 2	Tekin 700	Losi 4 Row	Losi XPattern	Futaba 9101	1	1
Klaus Wilhelm D	Lazer ZX	Kyosho M.H. Keil Mul. R'dy	Keil	Reedy Green Dot	Helbing	Yokomo TF 310	Yokomo	KO Fet	2	5
Rory Cull GB	Pro Cat	Reedy Schum. Ass. Nos	Reedy	Reedy Green Dot	Nosram Inter. Torque Limit	Cat 3 Row	Losi XPattern	KO Fet	3	3
Jay Halsey USA	Yokomo	Assoc. Reedy Jam Air	Reedy	Reedy Green Dot	Tekin	Yokomo	Losi XPattern	Airtronics	4	3
Jurgen Lautenbach D	Pro Cat	LRP Sch XPS	LRP Orange	LRP Orange	LRP	Cat 3 Row	Losi XPattern	KO Fet	5	2
Kevin Moore GB	Pro Cat	Schum.	Schum.	Reedy Blue Dot	Nosram Ex Torque Limit	Schum. Blue	Losi XPattern	KO Fet	6	8
Stefan Danz D	Lazer ZX	LRP Fut Kyosho	LFP Oberle	LRP Orange	Futaba 116	Losi Stud	Losi XPattern	Futaba	7	7
Pete Stevens GB	Yokomo	Petes A'some Prod.	Parma	Twister	Racer Spec	Yokomo	Losi XPattern	KO Fet	8	9
Guy Deweerd D	Pro Cat	LRP PPB Nosram	PPB	LRP White	Nos Inter Torque Limit	Cat 3 Row	Losi XPattern	KO Fet	9	6
Werner Bergbauer D	Yokomo	P.P. Yokomo	Mega SCE	P.P. 13 x 2	Helbing	Yokomo TF 310	Yokomo TR 31	KO Fet	10	10