



1990 REEDY INVITATIONAL

GENE HUSTING reports on this annual world class event

Four years ago Mike Reedy decided to celebrate his birthday by holding an off road race for all the best drivers in the world. So the top 27 drivers from around the world were invited to participate. The first two races were held at Hot Trax in Huntington Beach, California and the next two were held at Radio Controlled Hobbies in Costa Mesa, California.

When you have the top 27 drivers in the world competing, you've got the next best thing to a World Championships, and every driver knew it. There were a lot of people here from around the world just to watch. Of the 27 invited drivers, only two didn't show up. Butch Kloeber couldn't get the time off from work (he's

🏆 The top 3 finishers in the overall Invitational Class, 1st Cliff Lett, USA; 2nd Rory Cull, England and 3rd Rick Hohwart, USA.

working for his dad now), and Joel Johnson, who sent his entry in intending to race. However, Joel then sent a fax to Reedy saying he couldn't get any motors, so he couldn't participate. Very interesting.

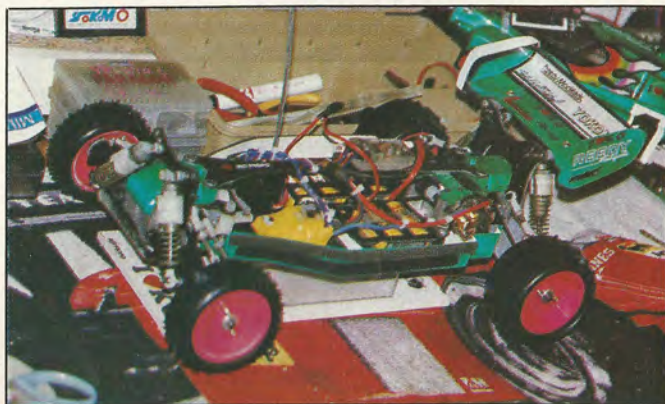
Besides the Invitational Class, there were also 2WD modified and 4WD modified classes, as well as a monster truck class of invited drivers. Since Ron Williams, who owns Radio Controlled Hobbies, drives monster trucks, it's easy to see how these trucks made their first appearance at a Reedy race. I also thought it was a great chance to show our visitors from overseas, how fast these monster trucks can really go. With the Schumacher team represented by Rory Cull and Jurgen Lautenback, Kyosho sending a team headed by Katsunori Kondo from Japan, and Tamiya's new No. 1 driver Jamie Booth from England, perhaps it won't be too long before monster

🏆 Some of the world's best drivers, from the left; Kyle Reed, USA; Jamie Booth, England; Craig Drescher, England; Rory Cull, England; Masami Hirotsaka, Japan; Mike Dunn, USA; Mark Pavidas, USA; Ron Rossetti, USA, and Christian Keil, Germany.

truck racing becomes popular overseas too.

Although the race was only a 2 day event, everyone was here a full week early to practice. To make the track fair for everyone, a totally new track layout was designed and set up by Gary Demory. Gary did a super job. This track has about every type of corner, jump and bank possible, and everyone I talked to

🏆 Masami Hirotsaka's Yokomo car was head of the class with 4 wins and 1 second place finish, using Reedy power.



liked it. Being an indoor track, it doesn't take much maintenance. It's repaired a little at night, and then you can run on it all day without having to do anything to it. And it doesn't dry out, plus there's no dust in the air.

The track was busy day and night throughout the week, as was the hobby shop. Ron said the shop did better this week than it did Christmas week. Sounds like there could be another race next year. Ron also had a new timing system with an electronic scoreboard so everyone could tell who was in 1st, 2nd and 3rd.

During the practice times there would be as many as 15 drivers on the track at the same time. It made things exciting. Most of the drivers looked quite fast, except for Masami Hirotsuka. Masami was having trouble getting up to speed. Maybe he's human after all. He's used to running on dry, hard, slick tracks, and by the time he tried all the different new tyre combinations and other tuning changes, practice time was disappearing, and he wasn't quite ready. We'll see . . .

2WD Invitational Class

This was a series of 6 rounds of races, spaced about 1 1/2 hours apart with one throwout (only the best 5 counted). There were 3 heats with nine drivers in each. Each round 3 drivers in each heat were rotated. Car starting positions were rotated, as well as driving stand positions. Everything was done to make it as fair as possible for everyone.

Steve Chamberlin, the current ROAR 2WD Stock Champion, started off by winning the first heat. Rory Cull, from England, then won the second heat with Cliff Lett

taking the third. But with 5 rounds to go, it was still anyone's race.

In round 2, current ROAR 2WD Modified Champion, Jack Johnson, won his first heat, followed by Steve Dunn with his first win. Cliff Lett came to race, and added another win.

I'm making this all sound a little easy, so you have to keep in mind that there were 6 rounds of 3 heats, or 18 truly fantastic races going on. Each and every one of these was equal to the best 'A' main you'll ever see. The competition was incredible. We're talking about the best drivers in the world here.

Jay Halsey finally got going and

How Mike Reedy celebrates his 50th birthday! Actually Mike didn't plan this. What was planned for Mike was four large birthday cakes, a buffet of chicken and potato salad, which all the racers enjoyed after Saturday's racing. Then in came this huge Amazon woman wrestler, Queen Matilda Kong. She asked who Mike was and read a note stating she was sent by Ernie Proveti (Mr Trinity), after which she put Mike through every possible wrestling hold known, finishing with the overhead spin you're seeing here. Somehow, Mike survived it all. Then, Bob Novak said it was actually he who sent Queen Kong. I'll tell you, it was worth the price of admission!

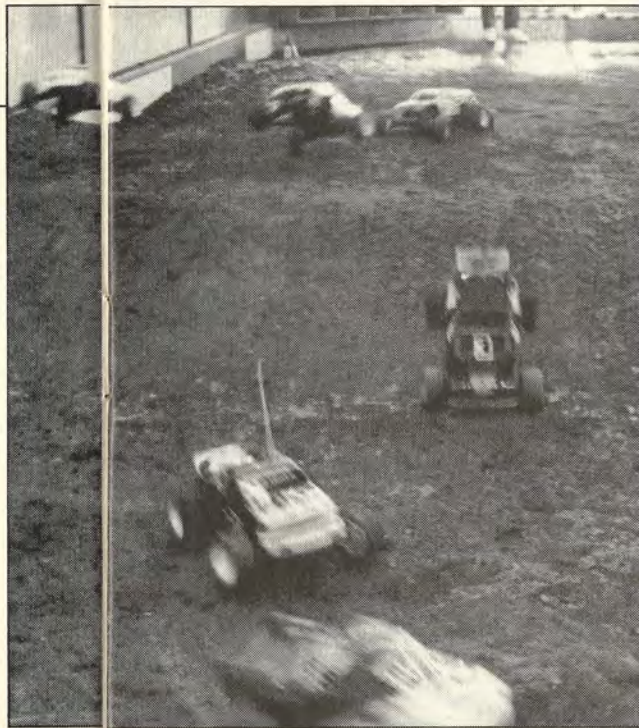


won his first heat. Then a big surprise to everyone. Mark Pavidas earned his first win. Mark qualified for this race by winning the 2WD open race here last year. Then Rick Hohwart took his first win. It took Rick a little time to adapt to off road racing from 1/12 on road racing, but he's also a super fast off road racer now.

In round 4 things were getting more interesting. Rory Cull, Rick Hohwart and Mark Pavidas all won for a second time. The races were beginning to get all the more exciting. Did you notice I haven't mentioned Masami yet? He just simply wasn't going fast enough. Oh, he was fast enough on the straight, but the car just was not dialled in. Power was really no problem for anyone. Everyone looked like they had all the power they needed.

In round 5 Jay Halsey and Jack Johnson both came back with their second wins while Mike Dunn won his first.

After 5 rounds, there was still no clear cut winner. Rory Cull and Cliff Lett had identical scores, after 1 throwout, with 2 wins and 2



seconds. And Mark Pavidas and Jack Johnson were tied with 2 wins, 1 second and 1 third. Still anyone's race! Needless to say, while these races were going on everyone was standing jam packed around the track, with a lot of cheering going on.

So, the last round was the deciding round and the first heat had Rory Cull, Jack Johnson and Mark Pavidas in it. Head to head racing. Rick Vehlow won the heat, but Pavidas came in 3rd with Cull 4th and Johnson 5th. Johnson's 5th place finish dropped him to 4th overall and gave the overall 3rd place to Mark Pavidas. He was certainly very excited about that, but he earned it.

Craig Drescher, from England, won the 2nd heat, and now it was all up to Cliff Lett. Everything depended on what he did in the next heat. Well, he simply did what he had to do. He won it! And he won the Invitational 2WD class, too. That was half the battle, we still have the 4WD class to go.

4WD Invitational Class

Now for the second half. The points from the 2WD class would be added to the points from the 4WD class to determine the overall champion. To be champion, you'd have to be exceptional in 2WD and 4WD classes.

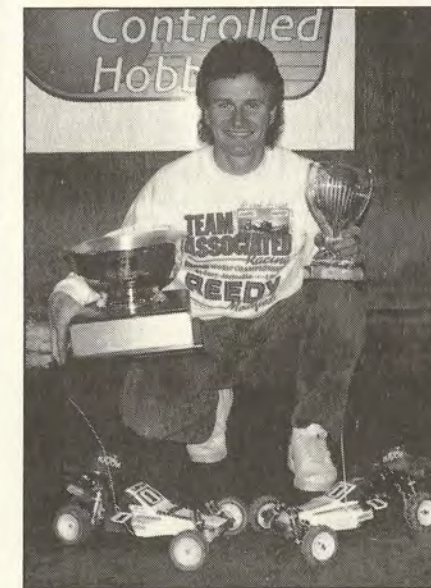
Chamberlin, Masami and Lett each won a heat in the first round. But round 2 saw Hohwart, Kurtis McElroy and Ron Rossetti win a heat. Round 3 saw Hohwart,

What can I say? I like monster trucks. It's easy to see why, as they take on the table top jump.

Masami and Rick Vehlow take a win.

Still anyone's race going into the fourth round. Masami was looking like Masami in the 4WD class. His car was dialled and he was jetting. Cull, Masami and Cliff each took a win. It was still close.

Round five — Masami was really



on, taking another win, making it 4 out of 5! You have to remember, this is starting from the back row as well as the middle and front rows. It looked like Masami was easily going to win the 4WD class. Kurtis McElroy took a second win, with Jack Johnson also winning.

Going into the final round it was beginning to look like Cliff Lett had a slight advantage, but it wasn't all over yet. A lot would be decided in the last round. Masami took a second place, Cull had a throwout. Hohwart was flying with his third win. It was all up to Lett now. And he did it again, with another win! This gave him first overall and the championship against the best drivers in the world. Rory Cull finished 1 point ahead of Hohwart for second. And Masami's fantastic finish in 4WD brought him all the way back up to fourth. ●

It's difficult enough for any racer to prepare, drive, and win with one car, against the best drivers in the world, and 2 cars only makes it twice as hard. But Cliff Lett did it winning the Invitational Class with his RC10 and Yokomo cars powered by Reedy. And he won it all last year too.

Rory Cull and Craig Drescher, from England, get some valuable car set-up help from Cliff Lett.



2WD Open "A" Main Results

Place	Name	Car	Motor
1	Derek Furntani	RC10	Peak Performance
2	Carlos Gonzales	JRX2	Peak Performance
3	Sean Masterson	JRX2	Revtch

Country	Place	Name	Pts	2WD	4WD	Motor
USA	1	Cliff Lett	15	RC10	Yokomo	Reedy
England	2	Rory Cull	21	RC10	Schumacher	Reedy
USA	3	Rick Hohwart	22	RC10	Kyosho	Peak Performance
Japan	4	Masami Hirotsuka	25	RC10	Yokomo	Reedy
USA	5	Chris McElroy	26	RC10	Yokomo	Peak Performance
USA	6	Jack Johnson	27	JRX2	Kyosho	Revolution
Germany	7	Jurgen Lautenbach	32		Schumacher	LRP
USA	8	Jay Halsey	33	RC10	Yokomo	Reedy
USA	9	Mark Pavidas	34	RC10	Yokomo	Reedy
USA	9	Rick Vehlow	34	RC10	Yokomo	Reedy