

R C M C  
TRACK REPORT



# Champions in the making.....



Andy Shaw stormed the open race taking wins in both classes and earning a place in the next Reedy Invitational. Jurgen Lautenbach did well in 2WD



The 1993 Reedy Race has been dubbed the Worlds Warm Up, if this is true Schumacher may well be in a good place to take a title later in the year...

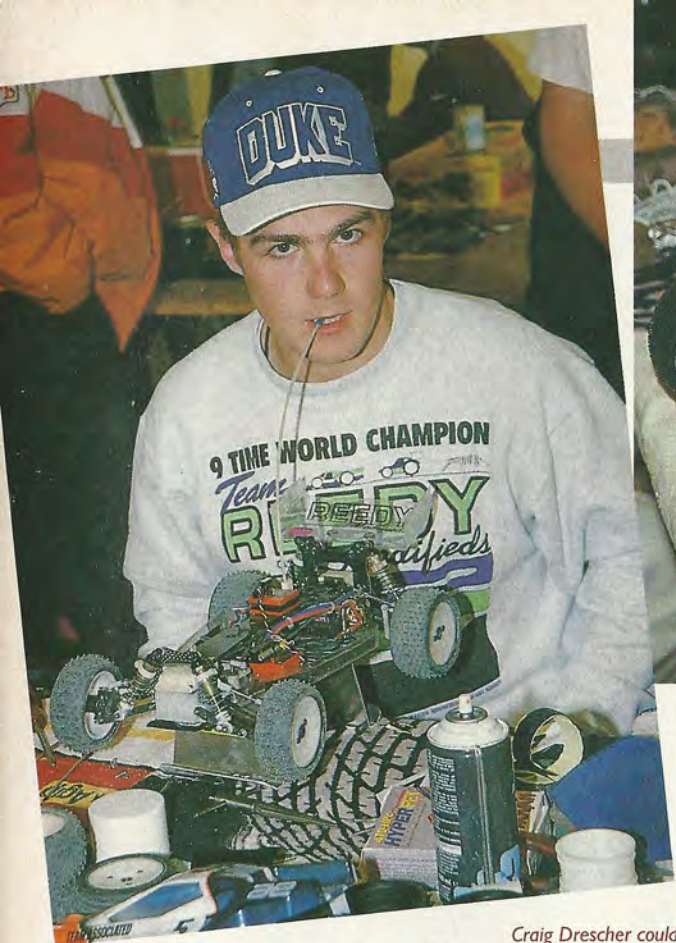
The Reedy Invitational meeting held late May at the Pipp's Hill Leisure Complex in Basildon, Essex, was dubbed the "Worlds Warm-up".

40 of the leading 1/10 Off Road drivers in the World, including the current World Champions, raced against each other on a typically, unsettled summer weekend to find the Reedy Champion. The sun shone for Kevin Moore as he beat the best drivers in the World to win in great style with his Schumacher "Teammate", Ben Sturnham,

coming home second to give the Brits a lot to cheer about going into the World Championships. Regular readers will already know the 1/10 Off Road World Championships will be held at this venue first week in August and this Reedy meeting gave the opportunity for the leading challengers and manufacturers vying for the 2 & 4WD crowns to prepare for the big one!! New tyre compounds, new cars, new speedos and a multitude of tune-up goodies were being assessed by the teams and manufacturers.



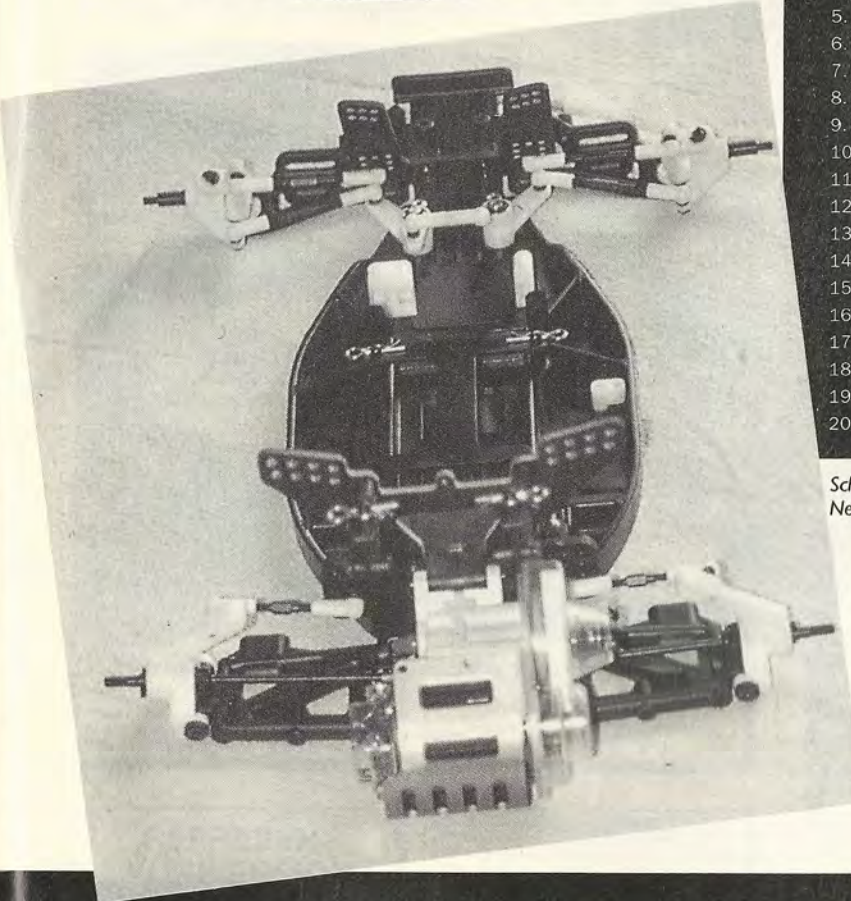




Craig Drescher could well have won the Reedy Race but for car breakdowns... Right, Masami and dad left their usual impression of being very nice people and true gentlemen.



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### Reedy Invitational Results

Name	Team	Country	2WD	4WD	Total
1. Kevin Moore	Schumacher	UK	47	49	96
2. Ben Sturham	Schumacher	UK	44	46	90
3. Masami Hirotsuka	Yoko/Asso	Japan	46	43	89
4. Craig Drescher	Yoko/Asso	UK	46	39	85
5. Jurgen Lautenbach	Schumacher	Germany	48	36	84
6. Matthew Needham	Schumacher	UK	38	41	79
7. Brian Kinwald	Asso/Yoko	USA	34	45	79
8. JD Beckworth	Asso/Yoko	USA	46	31	77
9. Heikki Naulapaa	Yoko	Finland	42	32	74
10. Jamie Booth	Kyosho	UK	34	39	73
11. Cliff Lett	Asso/Yoko	USA	25	47	72
12. James Pearson	Asso/Yoko	UK	41	31	72
13. Mark Pavidis	Asso/Yoko	USA	38	33	71
14. William Mitcham	Schumacher	UK	36	35	71
15. Guy DeWeerd	Schumacher	Belgium	32	38	70
16. Rory Cull	Asso/Yoko	UK	37	33	70
17. Ellis Stafford	Tamiya	UK	44	24	68
18. Jurgen Bonengel	Keil	Germany	30	36	66
19. Phil Davies	Schumacher	UK	19	42	61
20. Sasha Falter	Keil	Germany	34	25	59

Schumacher had on show their conversion to IC power for the RC10T. Left; New Kyosho 2WD seen for the first time at Basildon.



### Racing Format

The race format for the Reedy Invitational is unlike any other. The 40 invited drivers have 6 2WD races and 6 with their 4WD car against different opposition each run so that everyone races each other at some stage. 10 points is gained for a win, 9 for second place and so on down to 1 point for last. Their five best results in 2WD and in 4WD are added together and the winner is the driver with the highest points total. The meeting ran to BRCA regulations using 6 cells with races of 5 minutes duration because this same format will apply at the World Champs. (IFMAR world rules - 5 minute races and 6 cells). Normally, at the Reedy events the races last for 4 minutes and sometimes 7 cells are used.

Two open events for 2WD and 4WD classes ran in tandem with the Invitational as another 80+ drivers qualified over 5 rounds and then ran finals in the usual way.

### Weather or not..

At one stage I wondered if we would race at all?

Practice days, Thursday and Friday were a total washout due to heavy overnight showers. The new track, only constructed over the last few months by Terry Wright, had to be built to IFMAR rules for the World Champs and this meant using only hard packed dirt which could be easily digable. Basildon Clay was chosen when the circuit was constructed and this was laid on a

properly prepared site and rolled to form the track. Unfortunately the thickness of the clay and its non-porosity prevented the site from draining correctly and the heavy rain turned it into a squelchy mud which stuck like treacle to footwear. A walk across the track or surrounding areas added an inch to the soles of your trainers! On Thursday sawdust was spread onto the mud in an effort to mop up the surplus water on the track surface but further rain late in the day destroyed any hope of proper practice. When Friday morning dawned parts of the track and surrounding areas were waterlogged and a major mopping up operation, which cost around £1200.00 in materials, began. By Friday evening 30 tons of granite crushings had been spread on the racing surface. This was then rolled and reggraded in an operation which took the best part of 9 hours to complete. Must mention here that several people like Stephen Lawson and Rory Cull along with many others worked ceaselessly throughout the day but for their efforts no racing would have taken place at all. We were unable to use the exact World Championship track because 60% of the layout must be new according to the IFMAR World rules so Terry Wright had designed an uncomplicated circuit for this meeting. As Cliff Lett commented the degree of difficulty was on the low side with the long straight and right-hander at the end posing most of the problems at the start of every Reedy run. Remember the Reedy drivers were racing not qualifying so no quarter was given by any one at any time. I felt the refereeing at this event was inconsistent perhaps the disastrous weather mellowed the organisers attitude...I'm

sure that Mr. Wright will take a few big scalps in August. So Masami and co watch out!!!

### No Practice!

The two practice days had been rained off so when Saturday am arrived the racing began in earnest on a circuit which was now a mixture of gravel and hard packed clay. The 2WD events were scheduled to be run all day Saturday and Sunday morning with the 4WD competitions to follow Sunday pm and Bank Holiday Monday. At the start of the racing all competitors were guessing at set-ups and which tyres to try. As the racing progressed new tyre compounds were unearthed by some of the major manufacturers but most of the Associated and Kyosho Teams used Proline tyres in the 2WD event. Proline have produced a new grade of rubber, called the XTR which is a softer and more grippier compound. Minispike Prolines (8081) were favoured by most drivers for the rear of the 2WD cars but I saw some spiked blocks (8101) and some fuzzies (8082) being used also. The tyre compound in all cases was the same just different treads. Losi ribbed fronts were the most popular front tyre in evidence but it was the Prolines which won the day in the 2WD competition with by far the greatest numbers being used by all the main contenders including some Schumacher drivers.

### New tyres

Schumacher and Kyosho had new compounds and treads to experiment with so I'm sure by

August there will be lots more varieties of tyres to be seen.

A new car, provisionally called the Kyosho Pro Ex was on show for the first time in a major competition in the UK. It is similar to a Losi JRX Pro having a plastic tub chassis and front brace and is very much designed along the same lines as the Associated RC10. It's rumoured to have cost an arm and a leg to develop and Kyosho are hoping it will prove to be a world beater. All manufacturers seem to be copying the RC10 to a degree, just look at the latest Tamiya, but I've a feeling that Associated will surprise everyone and produce something expressively for Basildon. They have done so successfully at the last two World Championships.

### Half Time Score: Germany 1 Rest 0

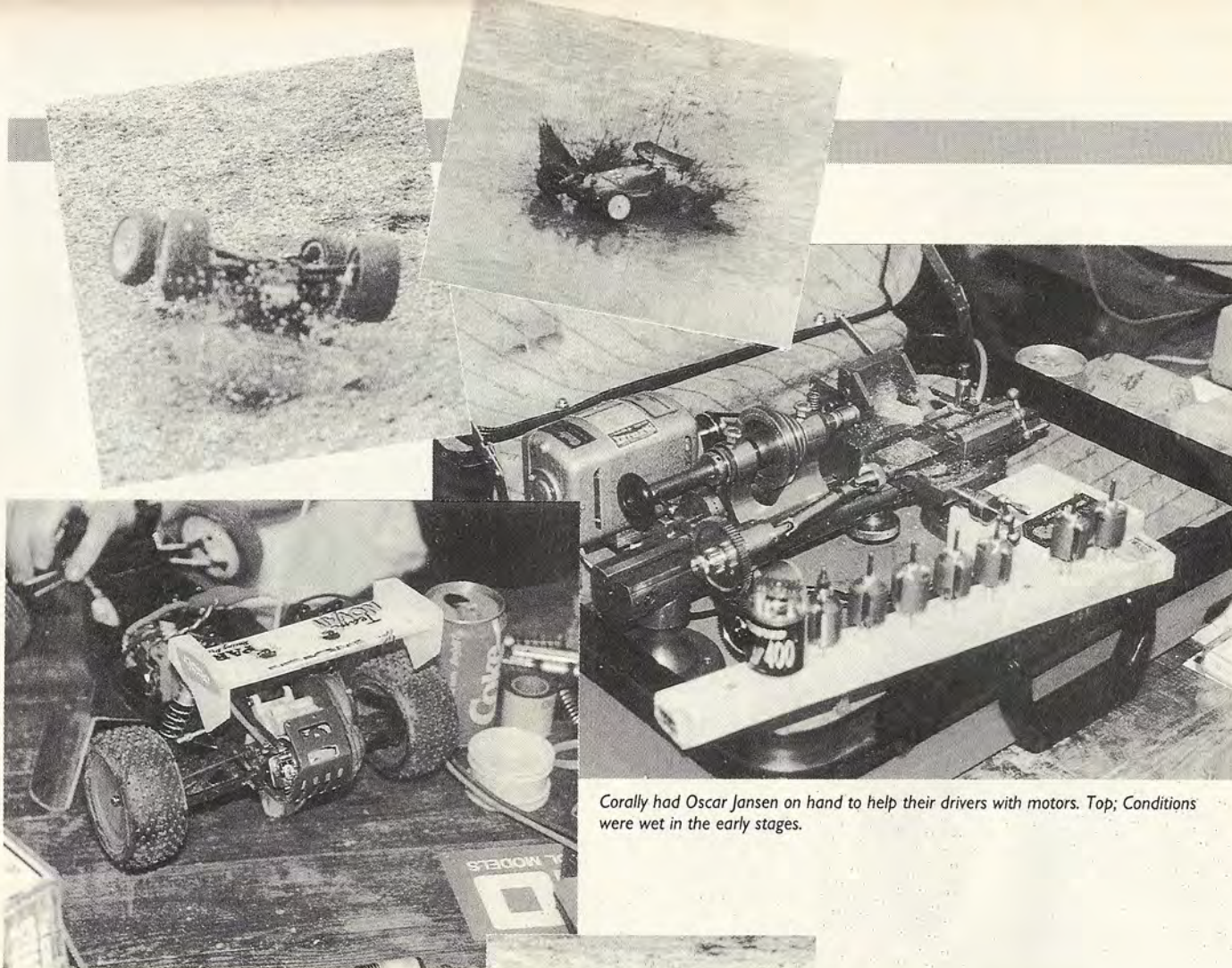
By Sunday lunch time the 2WD event had come to a conclusion even though racing was late starting due to more overnight rain. Schumacher's Jurgen Lautenbach had a rare smile on his face at the end of the 2WD section. Driving the new Cougar 2000, he had won 4 of his 6 2WD races and, with a third place in another, held the lead with 48 points. Next came his LRP teammate, Kevin Moore, with his Cougar 2000 on 47 points from 3 wins, a second and third. On equal points Craig Drescher, JD Beckworth and World Champion, Masami Hirotsuka, also with 3 wins, were 1 point behind Kevin with their Reedy powered RC10s. Another Schumacher driver Tanaplan's Ben Sturham was in 5th place on 44 points

with Tamiya's Ellis Stafford, who was also in fine form with his new Parma-powered car. Several other drivers were not far behind the leading 6 including Heikki Naulapaa and Jimbo Pearson and were still in with a good chance of finishing in the top three. For most the rest of the weekend would be used to experiment with an eye on the return to the track in August. Losi driver, Jack Johnson was over from California testing various Losi tyres and also Trinity motors for the Losi Team. He seemed pleased with the way his car was going but there weren't many smiles from the Japanese contingents at this stage. This Reedy Invitational is a tough event with only one throw away race in each class so three bad results and you are out of contention. Jamie Booth racing the latest Kyosho (I suppose I will have to call it the Pro Ex?) was unhappy with the car's handling having to resort, in one race, to lengthening the wheelbase by 1/2 inch in an attempt to get some front end stability. Going into the 4WD races, he was out of the reckoning as was Cliff Lett and his American teammates Brian Kinwald and Mark Pavidis.

### 4WD Away

On Sunday afternoon two rounds of 4WD races took place and by the close Kevin Moore was in a very strong position having two more wins to his name driving his Schumacher Bosscat. Lots of different tyre combinations could be seen each race with drivers trying anything from Kyosho soft H pins to Courmons but the most





Corally had Oscar Jansen on hand to help their drivers with motors. Top; Conditions were wet in the early stages.

popular by far on this track were Schumacher Green Minispikes all round. Most Team Yokomo drivers favoured Proline Fuzzies which I'm sure didn't go down to well with the Yokomo contingent present.

Four more races for each driver on the final day still left the competition wide open and although 4WD World Champion, Cliff Lett, had found life very uncomfortable up to now, he took 29 points from 30 to boost his overall rating showing us that it will be a different story at the Worlds in August.

Craig Drescher was very unfortunate at this critical stage. He had won his third 4WD race but lost the next two, when comfortably leading both, due to mechanical problems. These disasters probably cost him the overall win. Duration problems seemed to haunt some of the Yokomo team, I saw JD Beckworth dump on the last lap when winning one heat and others were not having an easy time of it although the American Yokomo drivers performed much better with the Works 93 than they had with their RC10s. It was Kevin Moore and Ben Sturham who looked the likely winners after Craig's challenge had faded. Kevin won two more races to complete a remarkable sequence of 7 wins from 12 starts. Ben, almost as consistent as Kevin, finished runner up with 6 seconds and 3 wins from 12 starts. A dejected World Champion Masami Hirosaka was third overall after a remarkable weekend of racing of the highest order. The World Championships will be something to watch



on this showing.

The Reedy Invitational was spoiled as so many events are in the UK by the weather although I'm sure the organisers will regard the intervention of rain a blessing in disguise. We could have had a fine weekend and been in a mess if it rains (perhaps I should say when it rains) at the World Champs. At least steps can now be taken to prepare the track for the advent of rain. Two wasted days restricted a good opportunity to experiment spoiling many drivers chances of doing well. Cant take anything away from Kevin Moore who drove brilliantly over the three days of racing. Well done Kev.

TEMAC have a tremendous facility at Pippis Hill worthy of a World Championship event. Lets hope the weather is kinder to us come August.

### The Open Meeting

Andy Shaw driving a Cougar 2000 and Bosscat won both open classes with his

Schumacher teammates taking 2nd and 3rd places to conclude an extremely successful weekend for Schumacher Racing Products. Although the open meeting tends to play second fiddle to the Invitational class those who 'know' realise that Andy's performance and the others in the A final was very impressive. Lap times in this class were very quick indeed and although these drivers didn't have all the top UK racers to race against they did show many of the so called Reedy to 40 a thing or two...

Although Andy did not take TQ on either day he show that he is becoming a very smooth operator on the race track, and with the level of preparation put in by father John Andy will feature highly at this years European Championships.

There were some glum faces at the far end of the pitting marquee by Monday evening in the American and Japanese camps. The World Championships will be a far cry from this meeting and Masami for me is still the likely winner. In 4WD the Yokomo Works 93 still looked the car to beat although I think worlds are more open in the 2WD class with the Cougar 2000 a likely candidate. There was no one racing the Traxxas the weekend and the new Kyosho car has the potential but needs more development but with 2 months to go who knows? Will Associated produce a special or do they think the RC10 is good enough. Watch this space or better still see for yourself 1st week in August at Pippis Hill.