

# The Reedy Invitational and Race of Champions, Basildon, Essex.

## 27th-31st May 1993.

The British weather decided to rear its ugly head over the first two days of the inaugural meeting for the Basildon track, the site for this year's World Championships to be held in August. By noon on Friday the 28th, the track was awash, so our visitors from around the



world began to get an idea of what the British off road racer has to contend with! The site is ideal for an International meeting, considering the M25 is so close and therefore access from both Gatwick and Heathrow airports is easy, and with the Forte Posthouse Hotel immediately adjacent to the track, for the World's the bar should be the place to pick up on the latest news and hot

Terry Wright had worked hard and long, together with the rest of the T.E.M./A.C. team, in order to get the track ready for the meeting, but unfortunately the weather was to eventually force the organisers, to redesign the track, because the torrential rain made no exceptions for what amounted to the warm up meeting for the World's!

The weather forecast for the weekend left everybody concerned, both the drivers and the organisers, praying the

Mike Reedy congratulates Kevin on his win.



## Kevin Moore and Schumacher dominate the World's warm up!



Kris Moore.

gossip! For the first time in the history of the British Reedy Races, there was to be a 'Head to Head' race for the top five qualifiers from both the Open and the Reedy Invitational classes, which was an added spur for the British racers entered. After all, to attract the attention of Mike Reedy is the goal of the majority of most young off roaders, so this meeting provided the ideal opportunity for these aspiring stars to show their capabilities, and get a chance to race against drivers reckoned to be amongst the World's best by the man himself!



The new Schumacher RC10T I.C. conversion kit.

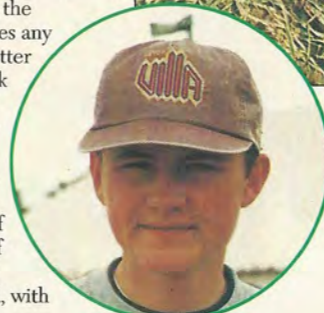


Jack Johnson.

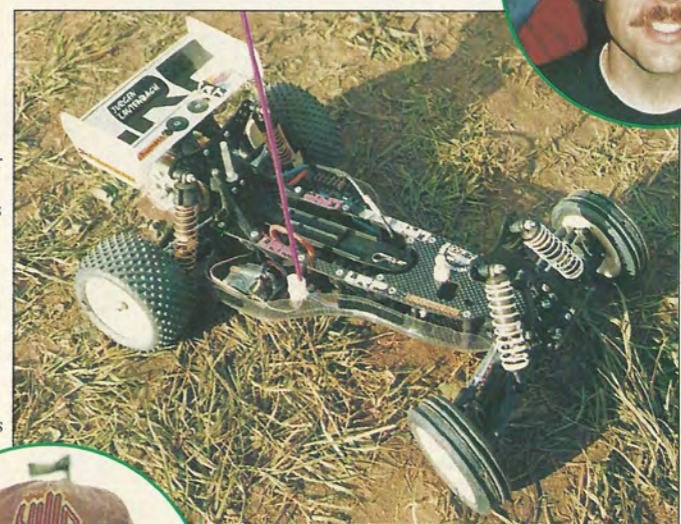
Jurgen's 2nd winning Cougar 2000.

would be kind. This was not to be the case, the rains came, with the water reaching a maximum depth of around six inches in parts, but when it eventually eased off, everybody pitched in to rebuild the track. With several lorry loads of gravel, and an awful lot of work, a track rose from the ashes (slime?) of the original layout. It wasn't as large, but in the circumstances any track was better than no track at all!

The entry for the Reedy Race read like a who's who of the cream of the off road racing world, with



Matt Needham finished a fine 6th overall.



Masami Hirosaka, Cliff Lett, Brian Kinwald, J.D. Beckwith, Mark Pavidis, Jurgen Lautenbach, Chris Moore (what a nice guy), Phil Davies (soon to leave Schumacher for pastures new), Craig Drescher (he suffered some really bad luck), Kevin Moore (who didn't!), Ben Sturnham (what a show this guy put up), Jamie Booth and a host of others all coming to try their hand. A new name for the Reedy Invitational Race was that of Matt Needham, who was to open a few eyes by eventually finishing sixth overall! An absolutely



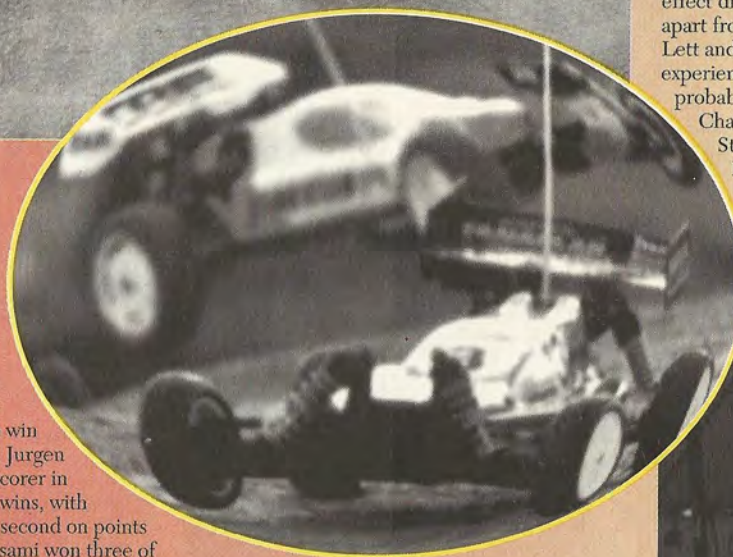
Ben Sturnham, for many the driver of the meeting.

fantastic result for the young man from Birmingham, he should go on to achieve bigger and better results.

The two new (ish in the case of the Cougar) cars for the Reedy Race were the Kyosho Pro X, the successor to the Triumph, and Schumacher's Cougar 2000, both for the 2nd class. The Pro X was an unknown quantity, never having been seen on these shores before, but the Cougar 2000 has already proved its worth both at home and in the U.S.A., so the performance of the Cougar was of no surprise to the spectators rooting for drivers such as Kevin Moore and Ben Sturnham in the Reedy Invitation race, with many of the Open Class drivers also opting for the new Cougar. The faith

The Tamiya belt driven 4wd car.





vested in the car was well rewarded, with nine Cougar 2000's in the Open Class A Final with the TQ time set by unknown Greg Hill, only a mere second or so behind Jurgen Lautenbach's best time in the Reedy Race! Andy Shaw went on to win the Open 2nd Class by scoring two excellent wins and a second, with Darren Styles finishing second with one win and a second place to his credit. Jurgen was the most consistent points scorer in the Reedy 2nd Class with four wins, with our own Kevin Moore finishing second on points with three wins to his credit. Masami won three of the heats with his RC10, as did Ellis Stafford, Tamiya's new signing, driving the new Dyna Storm, but their 'throw away' points dropped them down the order.

As can be seen in the photographs, the gravel surface was swept to one side by the passage of the cars, eventually building up at the outside of the sweeper at the end of the straight to form a 'wall of death'. This was to actually prove a boon for many drivers, as it prevented many a car hitting the track border at high speed! The surface dried out to take on the appearance of a dry salt lake with a corrugated effect that for all the world acted as a shock absorber testing rig! The tyres used to great effect in 2wd by Jurgen and Kevin were Losi Full Rib HT compound fronts, with Schumacher Green Mini Pins on the rear, Pro Line Micro Flat Fuzzies also proving to

be a popular choice on the hard packed surface.

Motorwise, the attendance of Corally's Oscar Jansen illustrated the Dutch firm's interest in off road racing, and with 1/12 Euro Champ David Spashett trying his hand in the 2wd class, and William Mitcham, Bob Gammon and David Bailey putting up a fair show, they did pretty well. The big news though, is that Jamie Booth is now officially contracted to run Corally motors!

LRP obviously did well in 2wd, taking the top two positions, while Tanaplan were well represented by Ben Sturnham and Jimbo Pearson. All the Tanaplan powered cars had very good top end speed, seeming to move up a gear as they passed the rostrum, yet they certainly lacked nothing in the punch department. The Reedy powered cars all had good bottom end

acceleration, but it seemed that the long straight left them a little breathless, Masami still managed three wins nonetheless! Corally's answer to the track was a 13 triple, LRP's a new wind called 'The Big C', Tanaplan a 12 single, with Mike Reedy going for 11 turn quads and doubles.

Going into the start of the 4wd qualifying on Sunday, the chances looked good for a European win. The only new car in evidence was a belt driven prototype from Tamiya, the car pictured being driven by RCMC's Alan Harman. The weather was still rather suspect, with high winds and occasional showers, though not to such an extent that they really affected the racing, and what racing! The expected American steamroller effect didn't really build up a full head of steam, apart from some good performances from Cliff Lett and Brian Kinwald, although most experienced observers suspect that matters will probably be different come the World

Championships, while drivers such as Ben Sturnham, Bob Gammon, Phil Davies and Matt Needham all made their mark.

Craig Drescher was unlucky in that he won three heats, but his problems in three of the other races dragged him down. He was quite philosophical



Phil Davies.



Brian Mitcham with William's car.

about it though, so we can be sure of a good performance from Craig come the Main Event in August!

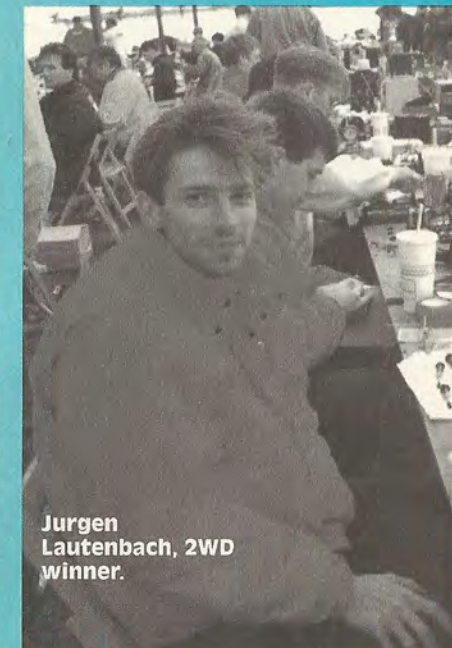
In the Open Class, Germany's Stefan Dantz stamped his name on the TQ trophy in round five, putting in a 16/306.82 with his Kyosho Lazer ZX-R. He wasn't to fare so well in the three legs of the Final though, this was to be another Schumacher/Andy Shaw benefit with Andy taking his BossCat Works to victory in two of the legs to win the Open Class overall, with Jon Tucker repeating his performance in 2wd by again making the A, this time finishing second. Jon Leonard drove a great race in the first leg by coming from the back of the grid to win with his Yokomo, and this was with his worst pack of cells!

The Reedy Invitational drivers had to sit back and watch Kevin Moore drive what seemed to be quite relaxed heats to take four wins. He never really appeared to be under a great deal of pressure, and once he was in front always seemed to ease off markedly in order to be sure of the wins. Ben Sturnham was most impressive, he always looked very smooth, using almost a circuit racing style, and put in consistently high points scores by never finishing lower than third in any of his heats. One of the best races was between Ben and Brian Kinwald, these two putting on

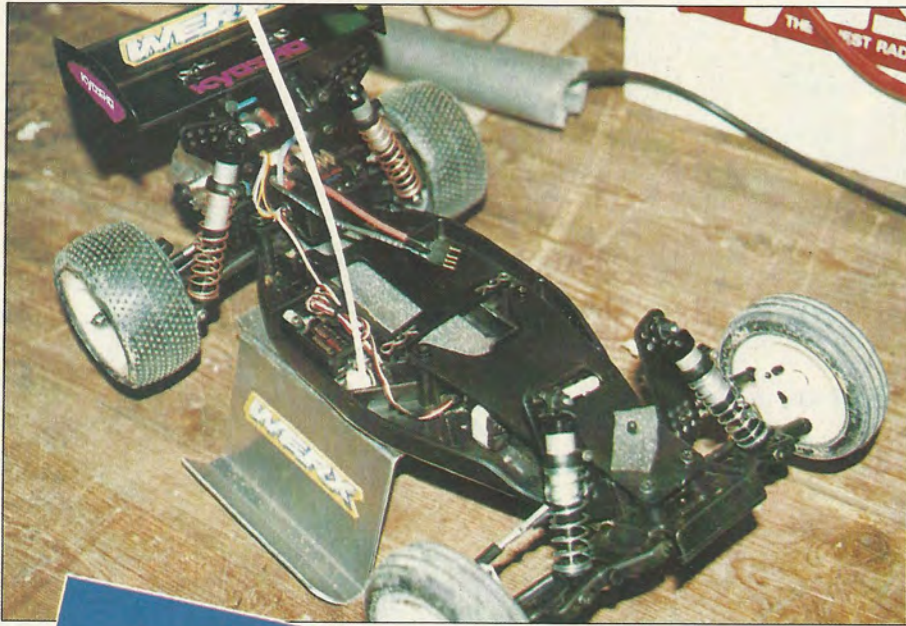
such a show of superb driving it was a shame someone had to lose!

The eventual winner overall was our own Kevin Moore, who had really looked superb and well in control on the track. Quite overcome with emotion at winning the Reedy Race, he was naturally an extremely popular winner, both with the British spectators and Cecil Schumacher, who had a grin from ear to ear! The 'Head to Head' race was the final spectacle, and following a lengthy delay with the cars on the grid, yet again Kevin led the race. This was the chance for the Open Class drivers to 'strut their stuff', and they certainly didn't take any prisoners! This was to be

The 'Head to Head' final.



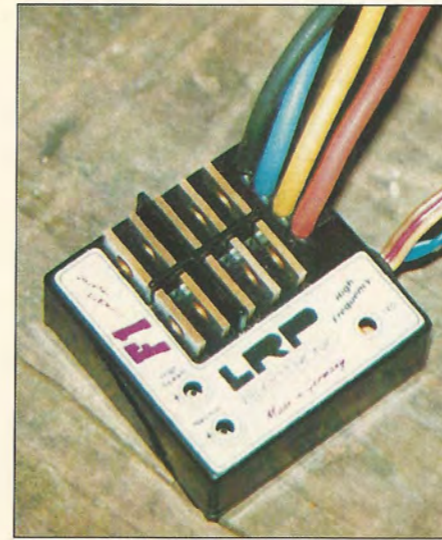
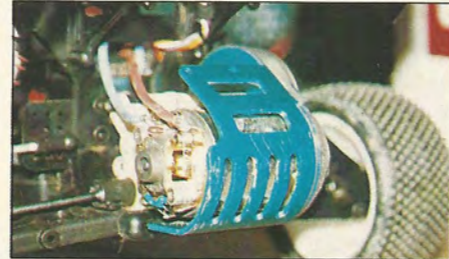
Jurgen Lautenbach, 2WD winner.



1/12 Eurochamp David Spashett drove for Schumacher and Corally to pole the Open B.

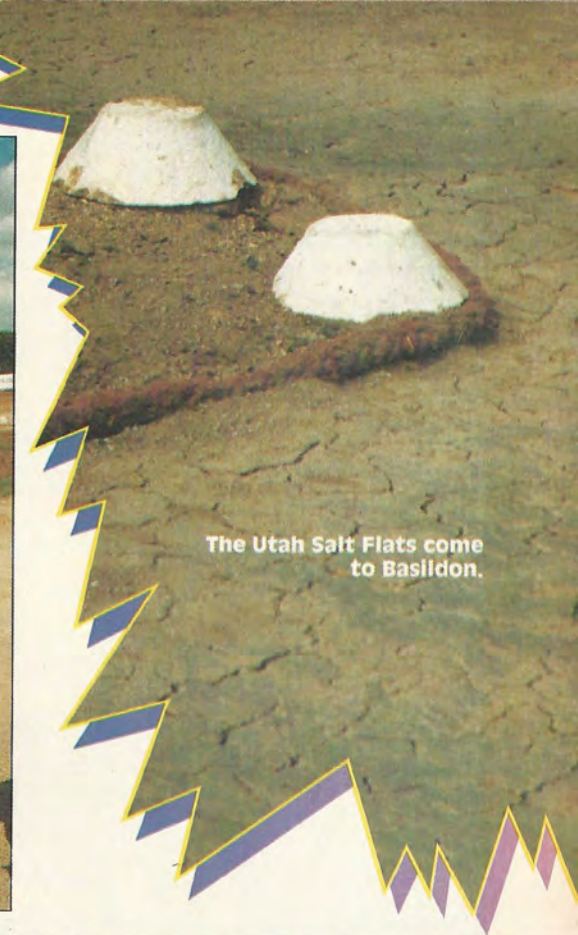


The new Kyosho Pro X 2wd.



The new Mk II LRP F1 speedo.

Mike and John Leonard, the young Welsh wizard.



The Utah Salt Flats come to Basildon.

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Mark Pavadis.

Mr Timbs here does a fine commentary.



quite an eventful race for some of the fancied drivers, as Masami hit one of the concrete track marking cones going through the dog leg to the right of the track, and after a further lap with only three wheels in contact with the track he retired, while Kevin suffered a 'mega dump' and never finished the race, the entertainment then being provided by Craig pushing Kevin's Bosscat up the slope in the central part of the infield! The meeting obviously suffered because of the dire weather over the first two days, but the organisers pulled through, with the racers themselves being pleased with the facilities such as the permanent toilet block. When it's completed, T.E.M.A.C. will have a superb facility for the World's, and I am sure that they would like to express their thanks to Mike Reedy for his assistance in running a 'warm up' meeting. I have only one gripe and that was about the catering, but I have been assured that alternative arrangements will be made for the World's itself.

Oscar Jansen kept busy as a 'Power Broker'.



Andy Griffiths of AGR Motors.



The new Tomy EX.

