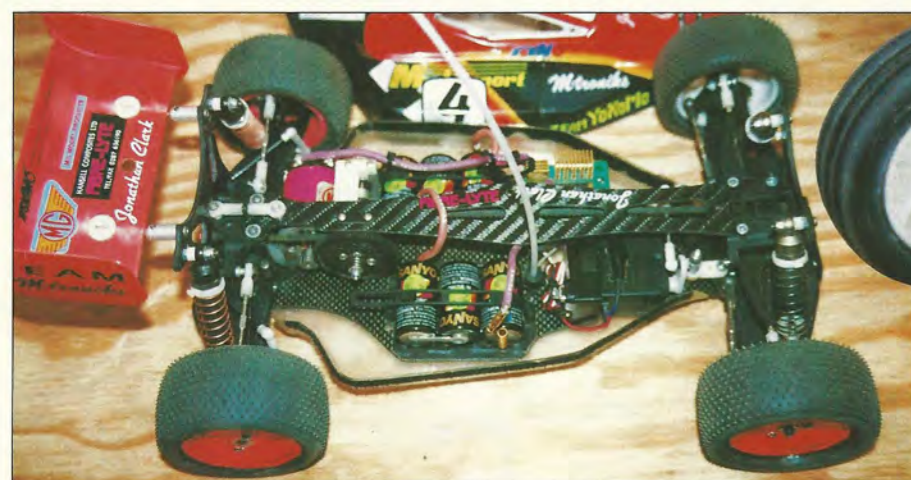


# Mark Pavidis notched up another Reedy Race win, but Richmond Rogers and Kevin Moore certainly showed their class!



Jason Dearden reports



Jonathan Clarke drove very well indeed to qualify 2nd in the Open 4wd class with his top-spec Yokomo YZ10.

Mike Reedy is the most famous motor man in the World. He is also renowned for spotting World class talent and then, with help from Team Associated, giving them the back up to take titles World wide.

The Reedy Associated Team seem to have an endless stream of top drivers always ready to take the top positions. In fact, there are very few drivers at the top of our sport which haven't been in Mike Reedy's Team at one time, and most of them established their reputations after being discovered by him.



Several years ago, Mike invited all of the drivers he considered to be the best to a race meeting at his home track, RCH, in Southern California, for a 'shoot out' to find the best of the best. Mike wanted to find the most consistent racer, as

he wasn't interested who could run the quickest lap or qualifying run, because he knew that all of the invited drivers were very fast. The format Mike settled upon was to have six races for each driver in both the 2 and 4wd classes, with points awarded for finishing places, not times, with the drivers in each race shuffled for each round to ensure different opponents in each race. Uppermost in Mike's mind was that a truly great driver is consistent in both classes, whatever the track conditions, and whatever the opposition, so he therefore allowed each driver to drop his single worst score from each class, allowing for just one mechanical failure.

The Reedy Invitationals have developed over the past few years, into hard fought events attended by all but a few of the World's best racers. Mike now holds three events a year; one in the U.S., one in Europe and one in Japan. The format works really well when you have drivers of very similar ability, and this year's event at Aire Valley was no exception, with Europe's best in attendance, joined by two top American drivers brought over by Mike himself, to give the meeting even more International flavour.

Running alongside the Reedy Invitation Class was an Open Class event, run to the usual format we all normally race under ie, qualifying Heats and Finals, and gave our up and coming drivers a chance to compare their form with some of the best drivers around.



## The Track

Mike Reedy was impressed a couple of years ago with Aire Valley's dirt track near Leeds, because it represented an American style dirt track, and also withstood the English weather well, so the '94 race again used this excellent facility. The lap was long, with lots of content; a large jump, a triple jump, step offs and sleeping policemen. In other words a nice variety of corners making it a real drivers track, with good overtaking spots. As always, the Aire Valley Club's organisation was excellent. They laid on a marquee to house all of the competitors complete with ample pit tables and power points for charging, although most of them seemed to be used to power radios and Tv's on which



Kevin Moore had a superb Reedy Race, winning 4wd with his Predator and finishing 3rd in the 2wd Class with yet another Losi XX.

Damon Hill's progress in that weekend's GP was monitored (he won!). There was also a nice, happy commentator, who was instructed to talk to the spectators rather than the drivers to enable newcomers to learn about the sport and hopefully join in, but the only problem was that after three days of the constant banter, most of the hardened, 'know it all' racers had heard enough. He did do a good job though for the uninitiated!



Richmond 'Ramjet' Rogers drove exceptionally well in 4wd with his Predator, taking 4 wins and a 2nd, and showed great form by winning the 2wd Class driving the Losi XX.

## The Racing

The racing which you can see at any Reedy Race is second only to that at a World Championships, except there's more of it! Each start is from two rows

a couple of metres apart, and each driver has three starts from the front and three from the back, again to even things out. Mike chose

Mike Merrick of M-troniks surrounded by the high technology equipment that helped his drivers, Ian Kenningley especially, to achieve their good results at the Reedy.



Richmond's 2wd winning Losi XX was standard apart from plain springs and titanium turnbuckles and pivot pins.

# EUROPEAN REEDY RACE

Aire Valley



track until someone broke free at the front, or a driver in the pack made a mistake, and caused a pile up in the nose to tail traffic. If there was any form of tangle at the start then an interesting race ensued, as the front men drove at 95% to defend their position whilst the men at the back drove at 120% or more to get back in touch, all the time hoping for mistakes from the leaders. There was so much good racing to see, with some excellent overtaking manoeuvres, it's difficult for me to pick out the best, but the results didn't all go the way of the really big names.

### Results

As you can see from the results tables for each class and the overall results, four different types of cars took the honours with three different drivers, so no-one dominated, which was very good to see for the sport.

### 2wd

Richmond Rogers and Mark Pavidis dominated 2wd with four wins each, but Richmond proved both his ability and the competitiveness of his

### 4WD Reedy Invitational

	Pts	Car	Motor	Cells	ESC
1	Kevin Moore	48	Predator	LRP	LRP
2	Craig Drescher	46	Cat 2000	Reedy	Keil
3	William Mitcham	44	Cat 2000	Corally	Orion
4	Ellis Stafford	43	Yokomo YZ-10	Parma	Parma
5	Mark Pavidis	41	Yokomo YZ-10	Reedy	Reedy
6	Jamie Booth	40	Cat 2000	Corally	Orion
7	Jurgen Lautenbach	40	Yokomo YZ-10	LRP	LRP
8	Patrick Fechenko	39	Predator	LRP	LRP
9	Steve Harris	39	Yokomo YZ-10	Parma	Parma
10	Alan Harman	38	Cat 2000	Parma	Parma

### 2WD Reedy Invitational

	Pts	Car	Motor	Cells	ESC
1	Richmond Rogers	49	Losi XX	Parma	Parma
2	Craig Drescher	48	RC10	Reedy	Keil
3	Mark Pavidis	48	RC10	Reedy	Reedy
4	Kevin Moore	46	Losi XX	LRP	LRP
5	Ellis Stafford	42	Losi XX	Parma	Parma
6	William Mitcham	42	Cougar 2000	Corally	Orion
7	Marc Neal	39	RC10	Reedy	Reedy
8	Ben Sturham	37	Cougar 2000	Tanaplan	Glyns
9	Matt Needham	37	Cougar 2000	Trinity	Trinity
10	Alan Harman	36	RC10	Parma	Parma

## EUROPEAN REEDY RACE

Aire Valley

Californian Mark to third, with consistent first and second finishes. The top Schumacher challenger was William Mitcham, whose points total gave sixth place, just ahead of Marc Neal who had quite a decent event (perhaps due to the 'throttle jammers' four minute format?). American Associated Team member Scott Hughes ended up a disappointing 12th. Scott was definitely very fast indeed on a clear lap, but was too aggressive and threw away good points in the process. Andy Shaw salvaged one win from an otherwise disastrous day, as unfortunately both he and Jamie Booth were victims of development components for the new reactive castor front end on the Cougar not being, as yet, quite up to the job. The race format used meant that the breakages put them out of contention.

### 4wd

"How would the Predators go?" was the question on everyone's lips before the 4wd racing began. The Americans were unsure of what to expect, because they hadn't really seen them perform before, but were worried because of the superb form exhibited by Richmond 'Ramjet' Rogers in the 2wd Class. They proved to go very well indeed, and their fantastic acceleration off the line was a great help for getting a clean start, and therefore a jump on the opposition. Their extra speed out of corners during the rest of the race was, to be fair, nullified by the fact that they weren't quite as good over the 'sleeping policemen' as the Cat 2000s and YZ-10s, but this



Craig Drescher's luck-less Cat 2000 was 'fully loaded' with carbon chassis parts, titanium everywhere and a chassis mounted Novak HPC.

did make for close and exciting racing.

Both Kevin Moore and Rob Gammon won races with their Predators, but Rob and Richmond suffered from unreliability which put paid to their chances. This was particularly a shame for Richmond, who looked dominant in 2wd. Kevin, meanwhile, went on to win four of his five rounds to win the 4wd event for Tenth Technology. Second in 4wd for Schumacher was Craig Drescher, who looked likely to win the Class convincingly, but thanks to a borrowed pinion dropping off whilst leading one race, then a suspension ball joint popping off whilst he was pushing hard for second, it wasn't to be. With these points in the bag, Craig could well have won the event, but this is moving into 'if only'

territory here! In third place was William Mitcham, who, like most of the other full time Schumacher drivers, tried hard to make up for their lacklustre performance in the 2wd Class.

### The Technical Rundown

The cars that shined in 2wd were the Losi XX and the trusty Associated RC10, whilst the Cougars suffered reliability problems and tended to be slightly off the pace. Many of the competitive cars were fitted with the Losi Hydradrive to help over the bumps.

In 4wd Kevin Moore proved the Predator was hard to beat, but the Cat 2000 looked the best allrounder (Craig did use a non-standard ball joint when he had his problems). The Yokomo YZ-10s as always, looked very good, but seemed to need a little more driver input than usual on this demanding track. In the horsepower dept. everyone looked very fast, as you would expect with four minute racing, and there certainly weren't any duration problems. All of the major motor manufacturers were represented, ie Corally, LRP, Parma/PSE, Reedy, Tanaplan and Trinity.

On a track like Aire Valley's, the choice of tyres is critical, with the most popular being Proline XTRs and Losi Golds. Schumacher BIBX were tried, as used at the Basildon World's, but the wear rate was horrific and the tread pattern wasn't ideal. The problem with the American tyres mentioned is that they are expensive, whilst their useful life isn't exactly measured in decades. This area, in my opinion, is getting out of hand, as the cost of Off Road tyres suitable for this type of track is unbelievable considering the number of tyres needed for a weekend's racing. As Jamie Booth quite rightly said, and I quote: "If I jumped into my VW Carrardo, then burnt up and down the car park, wheelspinning etc, etc, until I



Mark Pavidis took the overall win in the Invitational Class after a consistent performance in both 2 and 4wd.

wore out a set of tyres, everyone would think I was a nutter, but that's exactly what we ask unsponsored drivers to do to try and keep up with those of us who get tyres from our sponsors. Two weekend's serious racing is equivalent to some new 205 Goodyears."

### Results

In the Open Class, Ian Kenningley dominated with his M-troniks/MG powered cars in both 2 and 4wd, whilst Karl Marsden showed his consistency by taking third in both Classes. Dan Marson and Jonathan Clarke were very impressive in 4wd with their YZ-10s, and Paul Kemp went well too with his Losi XX in 2wd. The Open Class was competitive and really well

One of Reedy's best! Californian Scott Hughes has car control skills to rival Masami's, and once he learns that the car is quicker on its wheels rather than its roof (!), he could well be set for a World Championship win in the future!



Schumacher's Pete Smith doing his Eustace Moore impression! (actually he had his head shaved for charity).

contested, but the number of competitors was disappointing, unfortunately resulting in the event making a loss for the Aire Valley Club, which was a shame after all their hard work.

In the very closely contested Reedy Invitational Class, Mark Pavidis eventually came out on top, making sure that one of Mike's own motors won the event. Thanks must go to Mike for again staging the event in this country - Come back soon!

## Open Class

Name	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	Gear Ratio	Tune-ups	
1	Ian Kenningley	M-troniks, MG, Fibrelyte Schum, Modelsport	Cat 2000	MG 10 x 1	M-troniks SCRC Excell	SM800 HF Turbo	Futaba FF3	KO PS 1001	Proline 8125 XTR	Proline 8036 STR	11.5:1	
2	Jonathan Clarke	M-troniks, Otley Modelsport, MG	Yokomo YZ10	MG 11 x 1	M-troniks SCRC Excell	SM800 HF Turbo	Futaba FF3	KO 1001	Proline 8083	Proline 8083	84/18	
3	Karl Marsden	M-troniks, Schumacher Mirage, Ronin Racing	Cat 2000	Corally 10 x 4	Orion SCRC	M-troniks SM800 HF Turbo	Sanwa Gemini	KO 1001	Proline 8083	Proline 8083	11/18:1	Fibre Lyte Chassis
4	Daniel Marson	Nosram, AGR	Yokomo YZ10	AGR 10 x 3	RCP SCRC	Nosram Dominator	KO	KO 1001	Yokomo TR395	Yokomo TR395	86/16	
5	Stephen Lawson	Schumacher, Parma Motorsport, Mirage	Cat 2000	Parma Team Spec 10 x 3	Parma SCRC	Novak 410 HPC	Futaba FF3	KO 1001	Proline 8135	Proline 8083	16/89	
6	Damien Stephenson	M-troniks, Trinity Modelsport	Cat 2000	Trinity 11 x 3	Team Orion SCRC	M-troniks SM800 HF Turbo	Futaba FF3	KO 1001	Proline 8125 XTR	Proline 8086 XTR	11.5:1	
7	Jon Leonard	CML, Assoc., RCMC Racecraft, Tekin	Yokomo YZ10	Reedy Sonic	CML Fastrak SCRC	Tekin 411 G2	JR Apex	KO 1001	Proline 8083	Proline 8083	17/86	Assoc shocks Dukes st'ing
8	Paul Kenningley	M-troniks	Cat 2000	MG 11 x 1	M-troniks SCRC Excell	M-troniks SM800 HF Turbo	Sanwa Exerd	KO 1001	Proline Slim Fuzzy	Proline 8083 XTR	10.8:1	
9	Simon Kemp	M-troniks, MG CML, Mirage	Yokomo YZ10	Corally 11 x 2	M-troniks SCRC Excell	M-troniks SM800 HF Turbo	Futaba FF3	KO 1001	Losi Minipin Gold	Proline 8083	10.26:1	
10	Paul Kemp	M-troniks Modelsport	Cat 2000	Corally 11 x 2	M-troniks SCRC	M-troniks SM800 HF Turbo	Futaba FF3	KO 1001	Proline Stubbles	Proline Stubbles	10:1	Titanium Diffs

Name	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	Gear Ratio	Tune-ups	
1	Ian Kenningley	M-troniks, MG, Fibrelyte Schum, Modelsport	Cougar 2000	MG 10 x 1	M-troniks SCRC	M-troniks SM800 HF Turbo	Futaba FF3	KO PS 703	Losi 3 Rib Gold	Proline 8083		
2	Paul Kemp	M-troniks Modelsport	Losi XX	Corally 11 x 2	M-troniks SCRC	M-troniks SM800 HF Turbo	Futaba FF3	KO 1001	Losi 4 Rib Gold	Proline 8083		
3	Karl Marsden	M-troniks, Schumacher Mirage, Ronin Racing	Cougar 2000	Corally 11 x 3		M-troniks SM800 HF Turbo	Sanwa Gemini	Sanwa ERG XS	Losi 3 Rib Gold	Proline 8083		
4	Stephen Lawson	Schumacher, Parma Motorsport, Mirage	Cougar 2000	Parma Team Spec 13 x 2	Parma SCRC	Novak 410 HPC	Futaba FF3	KO 1001	Losi 3 Rib Gold	Losi Mini Pin Gold		
5	Daniel Marson	Nosram, AGR	Losi XX	AGR 10 x 3		Nosram Dominator	KO	KO 1001	Proline Ribs	Proline 8083		
6	Stephen Rothery	Schumacher, M-troniks Stockton Mals, MG	Cougar 2000	MG 11 x 1		M-troniks SM800 HF Turbo	Sanwa Exerd	KO 1001	Losi 3 Rib Gold	Proline 8083		
7	Darren Styles	Schumacher, M-troniks MG, Galaxy Models	Cougar 2000	MG 11 x 3		M-troniks SM800 HF Turbo	KO	KO 1001	Losi 3 Rib Gold	Losi Gold Stud		
8	Dave Brear	M-troniks, Modelsport	Losi XX	MG 11 x 1		M-troniks SM800 HF Turbo	KO	KO 1001	BibX Staggs Ribs	Losi Mini Pin Gold		
9	Mark Durrant		Losi XX	Corally 12 x 3		Tekin 411 G2	KO	KO 1001	Associated TQ 71	Proline 8083		
10	Jonathan Clarke	M-troniks, MG Modelsport	Losi XX	MG 11 x 1		M-troniks SM800 HF Turbo	Futaba FF3	KO 1001	Losi 3 Rib Gold	Proline 8083		