



Some of the winners from the meeting at the Reedy Race accept their hand crafted trophies from Mike Reedy and 'Jules' from LRP.

# Reedy Spectacular

**R**eedy International Races are probably the most prestigious races meetings in the racing calendar. Every year they take place - one is in the USA at the start of the year - and another, usually in Europe or the Far East and its been our good fortune that many of these have taken place in the UK. On alternate years when a World Championship is imminent the Reedy is usually held at the Championship venue as a warm race and it was at such an event, 3 years ago, that the last Reedy/Associated sponsored the event took place in England, on the now defunct TEMAC dirt race track at Basildon as the 'warm up' for the 1993 World Championships. On non-world championship years Mike Reedy tends to bring the International meetings to Europe and in particular to the UK and this year the Marston Model Car Club had the honour of staging the 1996 Reedy Europe Event, which took place during the May Spring Bank Holiday weekend, on their excellent grass track in Wolverhampton. It was good to see the man himself back on these shores - enjoying our hospitality but not our cool and wet summer! The Reedy Races - this year jointly sponsored by Reedy/Associated and LRP, who now work closely with Associated - bring a flavour of their own to model car racing having a unique format of 4 minute races and mass starts, and this 3 day event, in changeable weather conditions, produced some fantastic racing in the invited races, and also in the open event which ran in tandem with the main feature.

And a lad from the valleys, Welsh Wonder-boy (cus he's only 12!), Jon Leonard, came out on top with an excellent display of consistent driving. A dramatic final series of races culminated in Jon just beating Kevin Moore into 2nd place and American visitor Mark Francis - one of the two drivers Mike brought with him from the USA - finished 3rd which was a pretty good result considering it was the first time this World Championship 'A' Finalist had raced on grass.

### Reedy special....

BRCA Junior, James Thomas, finished a creditable fourth overall and was gobsmacked when Mike Reedy gave him a 'Reedy Special' during the prize giving ceremony! No, not a motor, but a trip to the USA! Mike invited James and his dad to the Reedy Race in California, next January, for free!

The formula for the Reedy Race is simple - invite several of the Worlds top drivers to compete against each other in a series of races, each driver has 12 - 6 in 4WD and 6 in 2WD. Swap the drivers around so they all get a chance to race against each other and award 10 points for a win, nine for 2nd place etc. Each driver drops his worst score in each class and the winner is the driver with the most points at the end of the meeting! This year at Marston top drivers

from Europe and the USA took part and several of our top BRCA Juniors were integrated into the Reedy Race and had the opportunity of competing against the likes of ex-European Champion, Jurgen Lautenbach and World finalist, Mark Francis!

### Three cheers for mass starts...

Marston MCC have been for many years one of the leading model car clubs in the Midlands and now that their permanent, purpose built grass track has had a year to mature the venue must rank with the best there is. The race facilities at Marston are superb. Their relatively new all grass track held up brilliantly to the rigors of this 3 day event, even though the inclement weather was an hindrance. 'A' final times were posted in the last rounds of both Open events. The club also push the fun element of model car racing to the fore and it was great to see a pleasant atmosphere prevailing throughout the weekend - and 'hooray' for mass starts! Maybe this was why everyone was happy? It was so refreshing to see in every heat that the car in front was actually in front. Staggered starts, I think, contribute to a lack of racing atmosphere, but when each heat is a race in its own right the meeting is much more exiting....

The 4 minutes race duration was a new experience for many of the British drivers at this meeting.

### Rory's return....

Rory Cull has raced many 4 minute races during his successful years racing model cars. Rory has now retired from big time racing but had decided to participate at the Reedy to meet up with some old

Some of the best drivers from Europe plus two of America's best arrived at the fresh Marston track to battle for top Reedy Race honours, in the end it was the cars of Jon Leonard that crossed the line in front of the chasing pack

friends and was disappointed that several of his old buddies were missing from the starting line-up.

### The track....

The Marston circuit has all the features usually found on a top class Off Road track. There a massive banked sweeping bend which stretches half way across the width of the circuit, jumps and bunny hops and a large island, adjacent to race control, which is the main feature. There's hairpins, adverse camber bends and several long straights which makes setting up and speed the two important factors. Tyre choice too makes a big difference in conditions which were predominant at the Reedy - Schumacher Green minis or Ballistic Buggy Greens were the most popular tyre used in 2WD although Yokomo TR32Y had been tried by lots of competitors. In 4WD, many drivers ran TR32Y tyres on the rear and TF330 on the front wheels of their 4WD cars although most of the Schumacher Cat drivers settled for Green minis in one form or another.

This is the first time, to my knowledge, that the Reedy event as taken place on all grass track. Both the American drivers Mike brought over with him from the states, told me they had difficulty in adopting to the different driving style required. Neither had raced on grass before and, with the British weather spoiling any chance of practice on the track before the event proper, Mark Francis and Jason Ruona, struggled to make any impression early on in the 2WD races.



Reedy/Associated/ Schumacher driver Jon Leonard took the top title.





Fantastic display of trophies for the winners at the Reedy Race along with the organising team.



### Day 1....Saturday

No free practice was allowed on the track prior to the event because of heavy down pours on the Thursday and Friday. It was felt the wet conditions might wreck the grass surface so Saturday morning saw a 2WD controlled practice round followed by the first of the Reedy invited races. During Saturday, 4 rounds of Reedy races took place and 2 rounds in the 2WD Open event. BRCA Juniors led the field in the Reedy Race with Jon Leonard recording 4 straight wins to amass 40 points in the process, and James Thomas, with 3 wins and a second place, had 39 points to his name and was holding 2nd place overall. Neither Americans were having much joy at this stage still learning the characteristics of racing on a grass surface and the fancied British drivers had to this point failed to make any impression. Kevin Moore had had problems in his first race and then had taken 28 points from the next three to accrue 31 points and Ellis Stafford, who I expected to be one of the front runners, was struggling on 27 points. His Losi

Team mate, Alan Harman, was the best placed Losi Team driver at this stage and - over at the 'Bouncy Castle' - only Karl Marsden looked to be on the pace in the Schumacher camp.

### Inference...it's crystal clear!

Dave Duggan, had more to worry about than what tyres to choose....he was struggling with interference problems during the 2WD events and subsequently changed everything electrical in his RC10 apart from the crystals. Guess what was faulty, yes, the crystals! In the Open event Greg Hill after 2 rounds of qualifying was at the top of a list which featured 2 drivers from Northern Ireland, Mark Penney and Andrew Rennick. Also in contention was Chris Lake, Steven Lawson and James Helliwell.

### Day 2 .....Sunday

The second day of event began drearily and the worsened during the final 2 rounds of 2WD Reedy races but the adverse weather didn't effect

### 2WD Points Table

NAME	R1	R2	R3	R4	R5	R6	Total
Jon Leonard	10	10	10	10	10	6	50
James Thomas	10	10	10	9	10	8	49
Kevin Moore	3	9	9	10	9	10	47
Mark Francis	9	7	9	9	9	10	46
Ian Kenningley	10	3	7	10	10	8	45
Alan Harman	9	9	10	7	8	8	44
Karl Marsden	9	8	4	10	6	9	42
Neil Cragg	3	7	8	9	8	10	42
Holger Rabenseifne	8	6	7	8	10	7	40
Ellis Stafford	10	3	5	9	9	7	40
Matt Needham	8	9	6	7	5	9	39
William Mitchum	7	8	8	8	6	8	39
Guy De Weerd	5	9	10	6	4	9	39
Richard Meredith	6	10	4	5	9	9	39
Matt Benfield	8	6	9	6	3	7	36
Jason Ruona	8	5	9	8	6	4	36
Kristofa Heath	9	8	4	5	4	10	36
Dave Duggan	7	10	3	4	8	6	35
Richmond Rogers	7	8	8	4	6	5	34
Dan Marson	4	7	8	4	8	5	32
Steven Pole	7	5	5	7	7	3	31
Matt Moore	5	5	6	8	5	6	30
Jurgen Lautenbach	6	3	4	7	7	5	29
Geoffery Petite	3	4	7	6	7	4	28
Rory Cull	4	7	6	3	4	6	27
Nicholas Goodhall	4	6	7	3	3	7	27
Pierre Charvet	6	5	6	5	4	4	26
Amaud Choquet	5	4	5	6	5	4	25
Graham Alsop	4	4	5	5	7	3	25
Christophe Boulain	6	6	3	3	3	5	23
Marcus Lubka	5	4	3	4	5	3	21

Jon Leonard's or James Thomas' determination as they both recorded wins in their allotted heats to put Jon Leonard firmly in control at the top of the Invitational listings with a fantastic 50 point maximum. Jon had won the 2WD series before the final round of races would take place but Kevin Moore and Mark Francis both concluded their remaining 2WD heats with a win and a second place to move them into 3rd and 4th overall. Jon Leonard had driven really well and almost done a 'Torville and Dean' to score maximums in every round - except the last one - to win the 2WD Series. All the leading ten drivers, apart from Mark Francis and German, Holgar Rabenseifner, were

from the UK.

Although the Open events were poorly attended with only 50 odd drivers racing in both meetings, the qualifying was close in both classes and the finals produced some great races. Qualifying in 2WD was particularly fierce with less than half a second separating the top 3 drivers after 4 rounds. Chris Lake, Greg Hill and Steven Lawson all continued to vie for pole position during the remaining 2 rounds of qualifying with Stephen eventually gaining TQ spot in R3.

In the final, he did not have things his own way after suffering from a poor start and it was Chris Lake who came through to take the lead on



the 1st lap with Paul Kenningley in second place. Chris went on to win by 2 seconds from Paul with Irish driver, Mark Penney, finishing 3rd.

### Reedy Europe 4WD

In the 4WD meeting the cars travelled anticlockwise around a circuit which had been changed from the 2WD layout, it was again the bunny hops in front of the island and those on the approach to the main straight which needed the most care. A problem that the American drivers found was that the jumps on the circuit were not symmetrical, as they are on most tracks in the States, this means that there is only one racing line over them. They considered this a disadvantage because it reduced the opportunities to pass. Mike Reedy and the American drivers told me they were most impressed with the track at Marston. Both drivers continued to find the going difficult with their 4WD Yokomo YZ10s, although it has to be said that like most Americans they rarely drive 4WD cars. It was Jon Leonard and Kevin Moore who led the points listings after the 2 rounds of 4WD Reedy races which completed Sunday's program. Jon Leonard was awarded the win in his first 4WD race although Dave Duggan had beaten him across the line. Dave's car had flown across a part of the track markings which were in place at the finish and this was deemed illegal by the Race Officials. I thought the decision was a little harsh on Dave because on several occasions in the 2WD event and many more in the 4WD meeting

certain drivers took liberties with their aggressive attitudes and got away without being penalised. Had the BRCA Referees been officiating then even overall result may have been different. Kevin had 2 straight wins and Jon managed 19 points from a win and a second to be leading the event with 4 races remaining. After 2 rounds of the 4WD Open Class, Richard Taylor led the qualifying by some seconds from Jason Varley and Hannu Worsley. Other drivers in contention were Richard Sharp, Richard Heys, Dylan Evans from Wales and German, Carl Kusun.

### Day 3...Bank Holiday Monday

Lots of model car drivers from other sections turned up to see the racing on the Bank Holiday and meet Mike Reedy, and they witnessed a set of final races in the Reedy Europe Race which lived up to expectations and some outstanding performances on the track. None more so than from Jon Leonard, who was now the firm favourite to win the event, but would his nerve hold? With 5 from the six races counting a couple of slip ups or a break down or two could easily spoil Jon's dream. It was obvious by this stage that Mark



### Reedy 1996 Marston Wolverhampton Final Placings

	TOTAL	4WD		2WD			Points	
		R1	R2	R3	R4	R5		R6
1. Jon Leonard	95	10	9	7	8	9	9	50
2. Kevin Moore	93	10	10	9	8	9	8	47
3. Mark Francis	93	7	10	10	7	10	10	46
4. James Thomas	88	6	5	6	10	7	10	49
5. William Mitchum	86	8	9	10	10	10	8	39
6. Ellis Stafford	86	9	10	7	6	10	10	40
7. Ian Kenningley	86	10	8	9	6	3	8	45
8. Holger Rabenseifner	83	9	8	10	10	6	6	40
9. Alan Harman	82	6	6	4	7	9	10	44
10. Karl Marsden	80	8	5	7	7	9	7	42
11. David Duggan	78	9	10	7	9	8	6	35
12. Matt Needham	78	9	9	6	7	3	8	39
13. Rich Meredith	76	8	6	8	8	7	4	39
14. Neil Cragg	75	5	7	5	9	4	7	42
15. Jason Ruona	73	8	8	9	5	7	3	36
16. Richmond Rogers	72	6	9	3	10	10	3	34
17. Jurgen Lautenbach	69	10	8	8	6	8	4	29
18. Guy de Weerd	64	4	5	6	4	3	6	39
19. Nicholas Goodall	64	5	6	9	9	8	4	27
20. Dan Marson	62	4	7	6	4	6	7	32
21. Christophe Boulain	62	7	7	8	9	8	5	23
22. Steven Pole	61	5	6	5	3	5	9	31
23. Geoffrey Petit	60	3	3	10	8	6	5	28
24. Matt Benfield	59	5	3	4	4	5	5	36
25. Matt Moore	57	3	3	4	6	5	9	30
26. Kristofa Heath	56	3	4	4	5	4	3	36
27. Marcus Lubke	54	7	5	5	5	7	9	21
28. Amaud Choquet	54	4	7	8	4	4	6	25
29. Rory Cull	53	7	4	5	5	4	5	27
30. Graham Allsop	51	6	4	3	3	6	7	25
31. Pierre Charvet	46	4	4	3	3	5	4	26

Francis had now adapted to the grass circuit - he was getting better race by race and recorded 3 wins and a 4th place in his remaining

races, beating Jon in heat 8, to gather a total of 47 points in the 4WD competition - and 93 points overall. Young James Thomas was



finding the 4WD races much harder work than the 2WD and although he recorded 2 wins in his series, his back up results would only give him a maximum of 39 points. The Predator drivers were having some success. William Mitcham, despite his Predator not looking particularly good on this track, tied with Mark Francis on 47 points in 4WD and was ruing the fact that in a couple of the 2WD races he should have done better. Kevin Moore never finished below 3rd place in the 4WD races but he needed wins to threaten Jon Leonard and these were just not coming.

Consistency is what it's all about and Jon Leonard continued to be competitive during the remaining races, he did not win one of his 4 concluding heats finishing either 2nd or 3rd but gaining valuable points every run. It was this consistency which brought about Jon's success.

Kevin Moore, likewise, showed consistency and was in with a good chance of winning the Reedy in his final race but a decision to change tyres made his Predator much less competitive and he finished in 3rd place in the heat. A win here could have won him the event, but it was not to be and Jon Leonard, without a breakdown or bad race in his 12 races, finished in second place in the heat to secure 9 points which gave him a famous and richly deserved victory.

Qualifying had continued in the 4WD open class and was being dominated by North West driver Richard Taylor. Richard, driving a Schumacher Cat 2000, headed the listing from R1 onwards securing TQ with a time of 11/245.73 in R2. Jason Varley had trailed Richard throughout the 4 rounds and was some seconds slower than Richard but he secured 2nd place on the grid with Germany's Carl Kusun qualified 3rd.

Richard Taylor made too many errors in the final and let Stephen Lawson, driving a Predator, take the lead. Steven went on to win from Tony Bishop and Richard Taylor after Richard had led the first 3 laps. A bright start from

SET - UPS INTERNATIONAL								
Driver	Jon Leonard UK		Mark Francis USA		Christophe Boulaime France		Jurgen Lautenbach Germany	
	2WD	4WD	2WD	4WD	2WD	4WD	2WD	4WD
Car	RC10B2	Cat 2000 EC	RC10B2	YZ10	Cougar Team	Cat 2000 EC	RC10B2	YZ10
Motor	Reedy Sonic 10x3	Reedy Sonic 10x2	Reedy 10x2 Big com	Reedy 10x2 Big com	LRP Magic	LRP Magic	LRP Killer X	LRP Big C
Cells	Orion SCRC	Orion SCRC	Reedy/Orion SCRC	Reedy/Orion SCRC	ErCell Team SCRC	ErCell Team SCRC	LRP Teampack SCRC	LRP Teampack SCRC
Speedo	LRP ICS	LRP ICS	LRP ICS	LRP ICS	LRP ICS	LRP ICS	LRP ICS	LRP ICS
Gear Ratio			81/18	87/18	10.8:1	11:1	10.5:1	10.5:1
Front Springs	Green	Grey	Green	Silver	Grey	Grey	N/A	N/A
Oil	30 wt	40 wt	35 wt	40 wt	40 wt	30 wt	N/A	N/A
Caster	30	5	25	stock	30	12	N/A	N/A
Tyres	Green Minis	Green Minis	Green Minis	Green Minis	Blue Studs	TF330y	N/A	N/A
Rear Springs	Silver	Yellow	Silver	Copper	Red	Grey	N/A	N/A
Oil	25 wt	50 wt	30 wt	35 wt	35 wt	35 wt	N/A	N/A
Toe-in in Degrees	3	3	2	Stock	2	2	N/A	N/A
Tyres	Blue Minis	Green Minis	Yokomo 32Y	Yokomo 32Y	Blue Minis	Yokomo TR32Y	N/A	N/A

Paul Kenningley put him in a strong position but he later faded to allow Tony Bishop to come from the back of the grid to take 2nd place.

### Ready, Predy, go.....

It was noticeable that in the 4WD Open event every final except the 'B' final was won by a driver racing a T/T Predator. There were none in the 'B'!

Mike Reedy tells me he enjoys his trips to the UK, the weather generally disappoints but in all other aspects he loves to come over from California. Mike had nothing but praise for the hospitality shown during his visit



Steve Lawson TQ'd in 2WD and won the 4WD open class.

by all who attended the meeting. He was thoughhoughly impressed with the Marston MC Club who I think ran the event in exemplary manner. So to was Jurgen Lautenbach, and his spokesman Clyde (Klaus) who said only the German's could have done it better! It was a great weekend.

Thanks to Chris Griffiths and co. for a splendid fun packed event, and to all who helped with the organising and running of the

Reedy. It ran very smoothly. Congratulations to Jon Leonard who joins that very small band of racers to have won a Reedy Race. I believe he's the first driver from the UK to have made it.

I'm sure the 1996 Reedy Europe Race will be remembered for a long time because it demonstrated that model cars racing can be fun, Let's all prey for mass starts!



### 2WD Open Class Qualifying

Name	Country	Laps/Time	MPH	Round
1. Stephen Lawson	UK	12/241.07	15.59	3
2. Gregg Hill	UK	12/241.18	15.58	2
3. Chris Lake	UK	12/241.48	15.56	1
4. Richard Heys	UK	12/244.21	15.38	2
5. Mark Penney	NI	12/245.36	15.31	4
6. James Lovell	UK	12/246.06	15.27	3
7. Jason Varley	UK	12/246.13	15.26	1
8. Richard Bettany	UK	12.247.14	15.20	4
9. Paul Kenningley	UK	12/247.23	15.20	3
10. Richard Smith	UK	12/247.53	15.18	4

### 4WD Open Class Qualifying

Name	Country	Laps/Time	MPH	Round
1. Richard Taylor	UK	12/245.73	15.29	2
2. Jason Varley	UK	12/251.16	14.96	1
3. Carl Kusun	Ger	12/253.51	14.82	4
4. Stephen Lawson	UK	12/253.77	14.81	4
5. Hannu Worsley	UK	12/253.99	14.79	2
6. Dylan Evans	Wales	12/255.70	14.69	2
7. Paul Kenningley	UK	12/257.37	14.60	3
8. Richard Heys	UK	12/258.03	14.56	1
9. Tony Bishop	UK	12/259.10	14.50	4
10. Darren Foy	UK	12/259.53	14.48	4