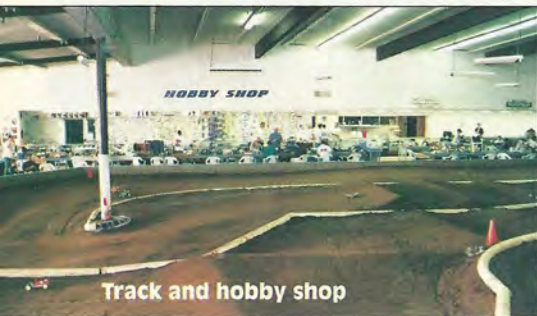


California Sun...

INTERNATIONAL REEDY RACE OF CHAMPIONS

Every January Mike Reedy, the man who has built motors for 15 World Championship victories, celebrates his birthday with an Invitational Race of Champions. Outside of the World Championships, this event is recognised as one of the most competitive in the international racing calendar. Drivers were assembled from eight different countries, with the USA, Japan, England, Sweden, Wales, South Africa, Germany and Ireland all being represented at this year's event. With the exception of Cliff Lett and Jack Johnson, all of last years World Championship "A" finalists, in both 2WD and 4WD were racing in the invitational class. The level of competition was 'gonna' be hot!



Track and hobby shop

The Venue

SoCal R/C Raceway situated about an hour from central Los Angeles (good job!), is one of the USA's superb indoor venues (all that sun and they race indoors!). With a glass frontage, the raceway can be clearly seen from the outside and passing public, and is an ideal venue for attracting newcomers to the sport. Inside racers are provided with a very well stocked hobby shop and arcade games section.

The track itself is the usual dirt surface, which upon arrival was fairly damp and loose, although by the end of racing it was not only smooth, hard packed and consistent, but had developed a 'blue groove' of laid down rubber that an on road track would have been proud of! The track shape itself was sculptured into the dirt providing the racers

with a undulating track with corners and jumps on many levels (I kept telling them how good a flat grass track was, but they wouldn't listen). For the invitational class a lap at So Cal began with a 3 line grid midway down the straight. From the horn ten cars piled into a tight left hand hairpin, usually resulted in some casualties. This bend was very important for the next track obstacle, dubbed the 'triples', as you needed to approach them right and with a good run up to clear all three jumps. On the Friday, the first jump had changed a little in its run up and was resulting in 80% of the cars at sometime, failing in rather spectacular fashion, to get over all three jumps. For the one site shop this was proving to be license to print money, as many a racer was finding that when his or her car lands nose first, tail first or sideways, after being about 5 foot in the air at speed, then tend to break! The organisers realised that this was going to ruin any close racing and hurt a number of pockets and so started on modifying the angle of the jump. I was amazed to see that only a few scrapes of a rake across the face of the first jump, and the problem was resolved. Now 80% were clearing all of the time.

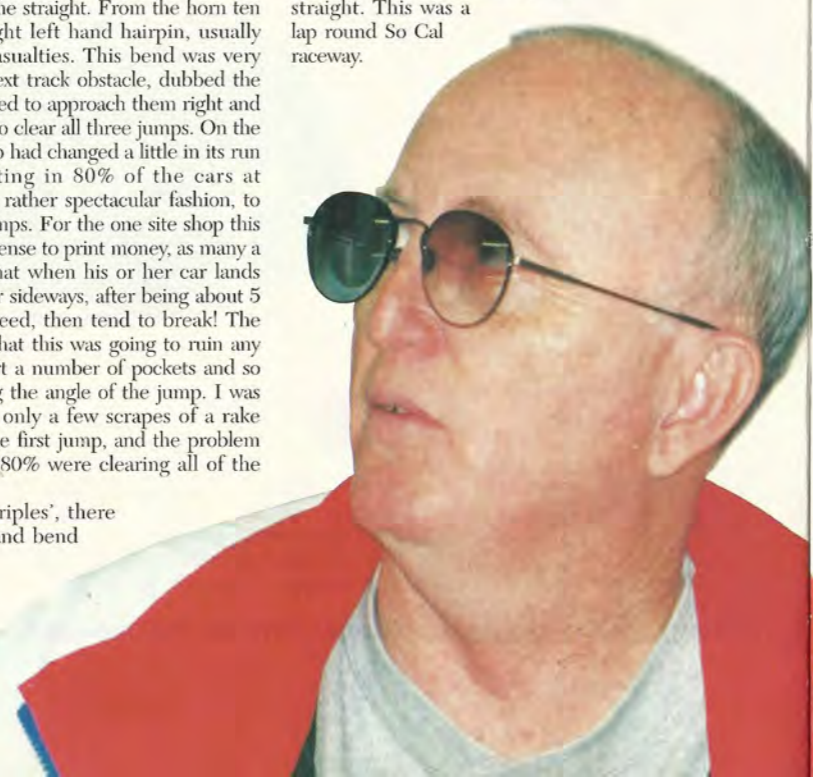
Once over the 'triples', there was a tight right hand bend

The 'man' himself



Craig's B2: Note the tyre spray

that led onto a straight run through the 'double doubles', two sets of double 'sleeping policemen'. These were easier to negotiate than the 'triples', but were actually where the top guys made up a lot of time, as they could easily throw the car off line and lose you speed, even though you hadn't crashed. Towards the end of the weekend some drivers were even clearing the first set and the first jump of the second set in an effort to gain time. A left hand bend followed and led up a short bumpy hill to another left hander. Down the hill jumping over two ripples and into the horseshoe right hand bend. Then the cars went up a small drag into a left hand bend and down a small straight that went down in a dip midway through, a very deceiving tight right hand bend, that could easily be overshot followed, and this then led into a very fast chicane, that had an adverse camber bend midway through, just to give the racers something else to think about, before they entered the straight. This was a lap round So Cal raceway.



Report by Jason Varley

Reedy Race 2WD R1

HEAT 1

What a way to start the Invitational class than having both Ifnar World Champions racing together. From the horn Matt Francis led Pavadis, and although he gamely hung on briefly, Matt Francis' Reedy powered RC10B2 was not to be denied and he started the event with a win and looked every bit a World Champion (Mark Pavadis weren't bad either).

HEAT 2

Former world champ Brian Kinwald showed that he is still very tough to beat despite losing his world title in '95. He took the heat 2 win with his Trinity powered Losi XX. Peak motors' Rick Hohwart came in second with his RC10B2.

HEAT 3

Associated's Mark Francis matched his brothers performance with another equally comfortable victory

with his B2. Dave Duggan racing for the first time in the US came home a creditable fifth.

HEAT 4

Defending Reedy champion Greg Hodapp won heat 4 in extremely convincing style. Greg who since his last win has switched to Trinity motors from Maxtec was gonna take some shifting!

2WD Round 2

HEAT 1

Pavadis was tested throughout this one, as he had to chase a fast pace set by Jason Ruona' RC10B2. It looked like Ruona's win until he rolled on the 'triples', and gifted Pavadis first place.

HEAT 2

Greg Hodapp carried on where he left off in round 1 with another easy win. Hodapp's Losi XX was looking good, could anyone give him a race? Mark Francis kept himself up there with a second.



Their off



Jon Leonard's Cat 2000 EC

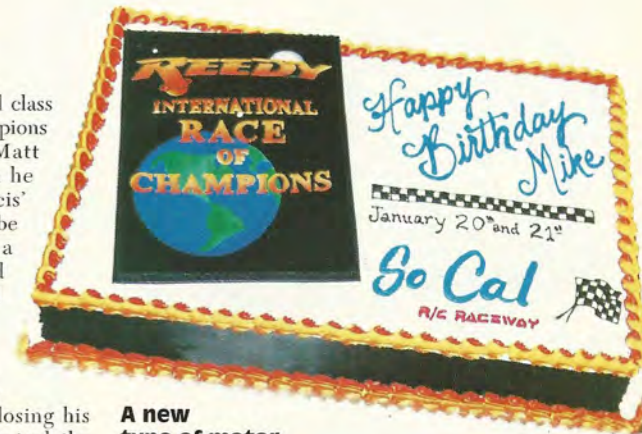
Racing

Wednesday, Thursday and Friday were designated practice days, and come Saturday, if you didn't know the track by then, give up! I estimated that by the end of the event you could have been on the track at 40 times, that's probably one to two months racing for some of us! On Wednesday night the club was holding a club night and so most of the participating racers stayed on to race. By 7.00 pm they had 18 heats of racing and so were only going to be able to run 2 rounds and a final. By 10.30 pm the heats were through and they started on the finals, this was our cue to return to the hotel. Apparently racing finished at about 1.00 am in the morning. For what it is worth the racers may have well slept there. The club night A finals read like a who's who of R/C racing, and Mark Pavadis sat on top having won both classes on the club night, and in doing so laying down the gauntlet for the Reedy later.

Another two days of free practice and then the start of the event. By the time the heats were starting the grip on the track was at an all time high, helped by the use of tyre spray. Associated had there new 'Traction Action' and this was being used by all drivers with the B2. Trinity were also using their 'Kinwald Buggy Grip'. Spray this onto Pro-Line Squared Fuzzies M2, the tyre that was being almost universally used at the event and what you had was probably the most stickiest tyre available

Format

The format for The Reedy is totally different to any racing in Europe, points are award in every race, so every heat is a 'final'. Also you race against different drivers in every round, and it really works.



A new type of motor additive?

INVITATIONAL LIST OF RACERS

Matt Francis	.....USA
Mark Pavadis	.....USA
Hiroiyuki Matsumoto	.....Japan
Brad Reelfs	.....USA
Anthony Andrews	.....USA
Scott Brown	.....USA
Sasha Falter	.....Germany
Sohrab Tavakoli	.....USA
Brian Kinwald	.....USA
Shinosuki Adachi	.....Japan
Barry Baker	.....USA
J.R. Mitch	.....USA
Jurgen Lautenbach	.....Germany
Niklas Hakansson	.....Sweden
Mark Francis	.....USA
Derek Furutani	.....USA
Jason Ruona	.....USA
Hiroshi Suzuki	.....Japan
Dave Duggan	.....England
Craig Drescher	.....England
Lars Nordin	.....Sweden
Masami Hirosaka	.....Japan
Atushi Hara	.....Japan
Jimmy Jacobson	.....USA
Gary Briant	.....South Africa
Greg Dennett	.....USA
Greg Hodapp	.....USA
Jon Leonard	.....Wales
Patrick Feschtschenko	.....Germany

...Indoors?



Mark P's B2

HEAT 3

Wow, what a race. For 4 minutes, no more than the length of the straight separated the whole field. Kinwald led and then crashed on the 'triples', going to last. Masami Hirotsuka sliced through the field after a poor start and won on the last lap. Craig Drescher finally got going with second.

HEAT 4

Matt Francis and Greg Dennett both using B2s diced throughout this one. The pace told in the end as Matt won his second heat.

2WD Round 3

HEAT 1

Pavadis consolidated his position with another solid win. Greg Dennett attained another second, while Jon Leonard came in an excellent fourth.

HEAT 2

Kinwald was gone in this one for his second win. Only six cars finished this heat, so points were there to be gained by those still out there. Dave Duggan used this to his advantage with a fourth place finish.

HEAT 3

The Francis boys went to battle heat to heat in this one. Mark's nerve held out as no quarter was given by both of them.

HEAT 4

A first comer pile up presented Craig Drescher with the opportunity to make up points on the leaders, and that was exactly what he did. With Greg Hodapp coming home second again, the Invitational class went into round 4 with three drivers on the same points, Matt Francis, Mark Francis and Greg Hodapp.

2WD Round 4

HEAT 1

Matt Francis actually got a bad start in this heat and was dead last yet still managed to pick up second. Hirotsuka looks like he's getting it together with another win.

HEAT 2

It could all be over soon if this keeps up! Hodapp wins again as another 'parting of the waves' presents him with another win. Soon they'll be calling him Moses.

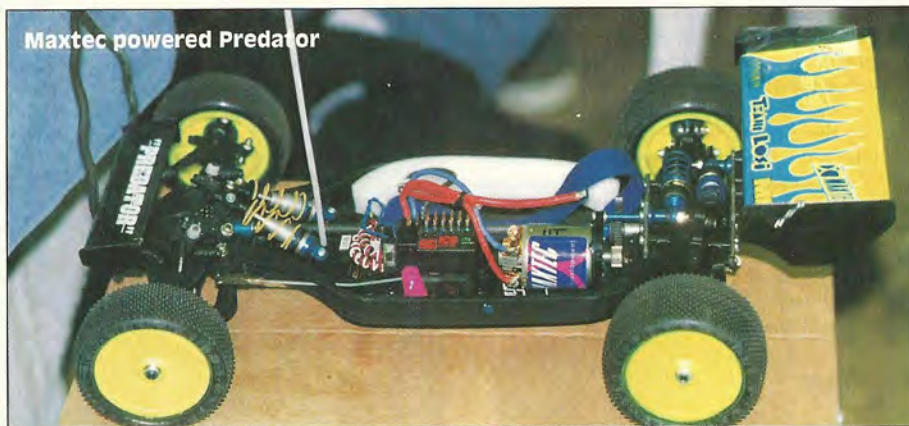
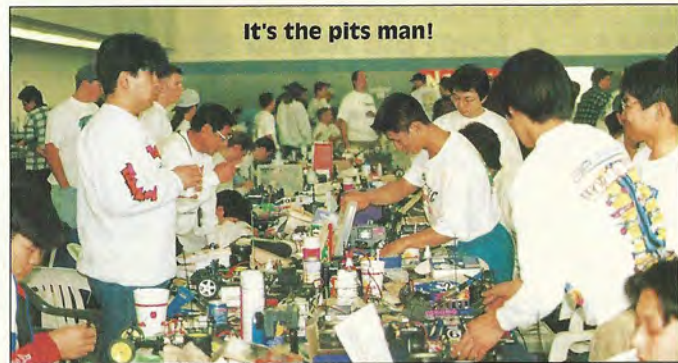
HEAT 3

Drescher bides his time behind Hiroyuki Matsumoto, until the

My turn to win BRUV, or I tell mom about the babe in blue



It's the pits man!



Maxtec powered Predator



Tavakili's Losi XX

pressure tells. Craig now has two first and a second. A last lap pile up provides Jon Leonard with an excellent third.

HEAT 4

Kinwald, Pavadis and Mark Francis all race in this one. Pavadis races like a man possessed in an effort to pass Kinwald, but rolls coming into the straight. Mark Francis takes up the chase and had this been a 5 minute heat would have done so easily.

2WD Round 5

HEAT 1

Dennett and Hohwart were first and second, keeping on the heels of the leaders.

HEAT 2

Hirosaka was now moving ominously up the field with his second win, with Ruono collecting another second.

HEAT 3

Front runner Mark Francis was collected on the 'triples' and was dead last on the first lap. Pavadis was off with the XX of Barry Baker in hot pursuit. After some exceptional driving, Francis had clawed his way up to third and was challenging for second when he rolled on the last lap. Still third could prove to be vital in the final count.

HEAT 4

Matt Francis, Kinwald, Drescher and Hodapp were all in this one —tasty! Kinwald got the start (or the holeshot if you hold US residence), followed by Hodapp, Drescher, Francis. In trying to get past Hodapp Drescher not only lost third, but presented a gift to Matt Francis that he was only too glad to take.

2WD Round 6

HEAT 1

Hodapp crashed out of this one for a change, and left us to watch Hiroshi Suzuki take his first win, with his B2. Jon Leonard gained another excellent second, leaving him well placed going into day 2.

HEAT 2

A four car 'freight train' (those good old

American phrases, where would we be without them) entertained us for much of heat 2. Duggan led, followed by Ruona, Dennett and Adachi. After 3 minutes and still no change Ruona hits Duggan, and provides Dennett with a victory he didn't really merit.

HEAT 3

Mark Francis does it again from behind to win again, and put himself bang in contention going into the 4WD class.

HEAT 4

Kinwalds gone, Pavadis is trying hard but making mistakes, another Kinwald victory? Wrong, Matt Francis after a bad start, sets the timer going and starts to reel the former world champ in. This is gonna be good! Both are neck and neck going into the final minute. The commentator calls 10 seconds left on the 'master clock', as they both go through for another lap. Francis looking for a gap, but Kinwald keeps it tight coming into the straight, if Francis passes here he's going round the outside. Over the triples, and Francis goes for it as he virtually hand brakes his car in mid air to land perfectly on the inside of Kinwald, the cars touch, Kinwald goes on two wheels, the crowd screams, I nearly fall off my chair (good vantage point), and there's still a day to go!

Day 1 2WD Overall Placings

1st Brian Kinwald	6 points
2nd Matt Francis	7 points
2nd Mark Francis	7 points
2nd Greg Hodapp	7 points
3rd Mark Pavadis	8 points
4th Greg Dennett	9 points
5th Jason Ruona	12 points
6th Masami Hirotsuka	13 points
6th Rick Hohwart	13 points
6th Craig Drescher	13 points
10= Jon Leonard	19 points
13= Richard Cree	23 points
15= Dave Duggan	24 points

4WD

4WD Round 1

HEAT 1

World Champion Mark Pavadis showed what he is capable of with a 4WD, as he stormed to the heat 1 win.

HEAT 2

The Yokomo YZ10 of Brian Kinwald kept the status quo preserved between him and the chasing pack. Young Japanese driver Adachi followed in second. The Japanese would be quick in 4WD.

HEAT 3

Mark Francis' YZ10 followed on from 2WD with another solid win. Mark was looking to upstage his brother and was certainly proving his point. Local boy Derek Furutani finally got going with second racing a new Predator.

HEAT 4

Having lost points in 2WD Masami Hirotsuka had to perform very well to stand any chance of catching the leaders. He started well with his YZ10, with an easy win in heat 4. Greg Dennett, racing the Kyosho Lazer seen at last years worlds, came home second, keeping him in the top ten.

4WD Round 2

HEAT 1

Pavadis crashed out in this one, Ruono took the win with a steady drive with his Reedy powered

YZ10

Jon Leonard put in another second with his Cat 2000.

HEAT 2

Hodapp was back on winning ways with his Kyosho. Mark Francis hangs on to second, but they all count at the end.

HEAT 3

Adachi leads the way from the gun and looks unflappable with Hirotsuka, Kinwald, Drescher and Duggan all behind. Drescher crashes out, then Kinwald and Hirotsuka tangle. Hirotsuka comes out on top and eventually wins his second 4WD heat and Adachi second.

HEAT 4

Hara sets the pace, very closely followed by the Kyosho of Greg Dennett. Dennett waits and waits until Hara rolls and claims his win. Matt Francis claims third place at the death, to keep up his good finishes.



Top 10 After 2 Rounds of 4WD

1 Mark Francis	10 points
2 Matt Francis	12 points
2 Mark Pavadis	12 points
2 Greg Dennett	12 points
5 Brian Kinwald	13 points
7 Masami Hirotsuka	15 points
8 Jason Ruona	19 points
9 Shinnosuke Adachi	19 points
10 Rick Hohwart	25 points

4WD Round 3

HEAT 1

Pavadis leads off in this one, only to be collected aside by Hirotsuka. Masami really does look unbeatable in 4WD. Jon Leonard collects another good second.

HEAT 2

Duggan holds out in front for 3 1/2 minutes in this one until, his front tyre comes unglued and Ruona takes up the lead.

HEAT 3

The Francis boys resumed battle in this one and provided a superb race for the watching public. Matt lead Mark early on until Mark rolls on 21/2 minutes, and the Maxtec powered YZ10 of Barry Baker takes up second. Matt was now gone and the battle was for second. Mark Francis was on Bakers tail on the final lap. Through the double



Mark makes his move passing Baker up the hill. However Baker has other ideas, and powers out of the horse shoe on the outside to reclaim his second place by half a car. Huge applause for a thoroughly entertaining 4 minutes. That's why Reedy invites them!

HEAT 4

After the previous excitement, this one would have to be special to match it. In the end it was a comfortable win for Craig Drescher, despite some close attention from Adachi.

4WD Round 4

HEAT 1

Hirosaka an be beat! Masami drops his first points in 4WD as Matt Francis wins this one.

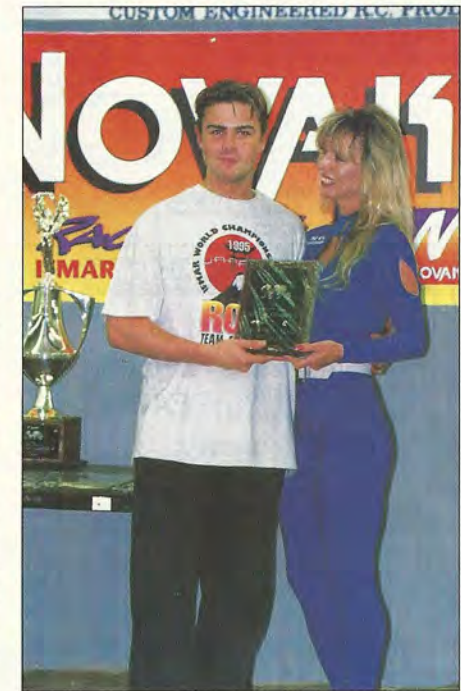
HEAT 2

Hodapp and Hohwart swap places merrily for 4 minutes until time runs out and Hohwart decides that he wants the win. With second Hodapp stays in the hunt, but his 4WD finishes are starting to let him down. Ireland's Richard Cree has a superb run to finish third with his YZ10.

HEAT 3

Drescher gets the luck at the start and he's the length of the straight ahead after one lap.

But the babe prefers BRITS .Craig Drescher gets the prize.





Everyone behind is taking each other out and it's another win for Craig, a bit late to catch the leaders now though.

HEAT 4

Pavadis drives a faultless race to collect first. Mark Francis, after a bad start makes good time, and closes in on second placed Hara. Hara has other ideas though and holds firm in second.

Overall End of Round 4

Matt Francis leads on 11, Hodapp, Mark F., Mark Pavadis all on 13 points.

4WD Round 5

HEAT 1

Greg Dennett puts the Kyosho car in first again and keeps himself well inside the top 10.

HEAT 2

The Predator of Derek Furutani finally shows its promise, after earlier problems and sets a very quick pace. Hirosaka is in close pursuit, although it takes 10 laps to find an opening. With four wins and a second, Masami should have been leading the overall.

HEAT 3

Mark Francis wins heat 3 and put himself well in the hunt for the overall glory. After featuring early, the Predator of the quick but erratic Sohrab Tavakoli crashes out providing Hara with second. Mark Pavadis sets the fastest lap with 17.1

seconds, while trying to catch third and fourth. Fifth could have blown his chances.

HEAT 4

Current overall leader Matt Francis, flew off the start, followed by Kinwald, Drescher, Hodapp. Kinwald who had been a bit quiet with his 4WD, is all over the back of Francis' YZ10, and finally gets by — by driving over him coming into the straight! No marshals needed though and the pass was allowed.

Overall End of Round 5

Matt Francis 13, Mark F., Brian Kinwald 14, Mark Pavadis 16, Masami Hirosaka 17.

Final Round — Round 6

4WD

HEAT 1

Tavakoli shows what the Predator can do by claiming a good win. Leonard passes Hara on the last lap to collect second.

HEAT 2

The three D's, Dennett, Duggan and Drescher race solid for the full four minutes with no more than 3 metres between all of them. No one crashes and they finish exactly the same way they completed the first lap. Probably the closest race of the event, certainly the longest!

HEAT 3

Mark Francis knows that a win will make him hard to beat, and that is exactly what he does. However a small hiccup on the triples nearly costs him, and his quick powers of recovery may well have served him well at the end.

HEAT 4

The final race of the event, and what a line up. Matt Francis, Brian Kinwald, Masami Hirosaka and Mark Pavadis were all thrown in this one.

Four world champions. Something had to give. Pavadis forces through off the triples to take the lead, while Francis tries hard to get around a very wide YZ10 of Brian Kinwald, for Francis only a second would improve his score. Francis crashes out leaving it down to the other three. Pavadis loses it on the triples, allowing Hirosaka to take up the lead. Going into the final lap Kinwald makes a move on Pavadis, but he blocks him on every corner to hold onto second. The crowd is in raptures after a fitting finale to 2 days of truly superb racing.

But who has won?

At the end it was Mark Francis that was victorious winning by a point from brother Matt. Consistency is the name of the game at this event, and Mark's last heat win was the deciding factor.

1ST MARK FRANCIS
Associated RC10B2/Yokomo YZ10/Reedy/Orion/LRP ICS
2ND MATT FRANCIS
Associated RC10B2/Yokomo YZ10/Reedy/Orion/LRP ICS
3RD GREG NODAPP
Team Losi XX/Kyosho Lazer/Trinity/Trinity/Tekin G-12c
4TH BRIAN KINWALD
Team Losi XX/Yokomo YZ10/Trinity/Trinity/Tekin/LRP
5TH MASAMI HIROSAKA
Associated RC10B2/Yokomo YZ10/Reedy/Yokomo/Tekin G-12c