

Spend more than a few months racing model cars and one soon has the name Reedy imprinted in the subconscious. This is because Mike Reedy's motors are well-nigh exclusively in every victorious World Championship model car from 1:12 to 1:10 Off Road.

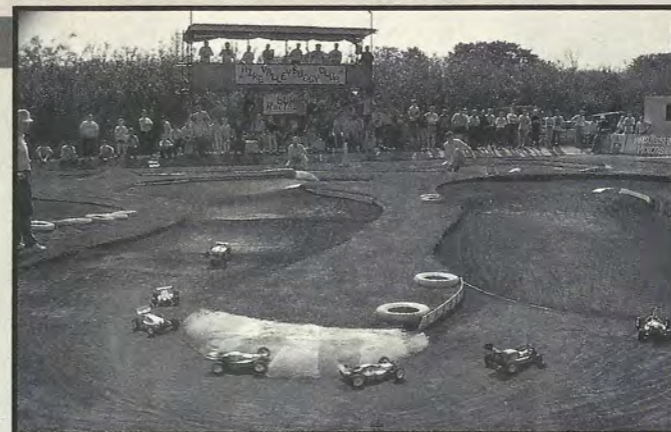
Last year Reedy/Associated sponsored the British Grand Prix at the NEC which was an open meeting enjoyed, despite the tyre controversy, by everyone who was fortunate enough to be there as well as by Mike himself. The man agreed to hold a meeting in the UK in 1992 this time following the same lines as

Either end of the development spectrum - the renown RC10 of Cliff Lett and Alan Harman's Tamiya TRF201

- his invitational events. These are held annually in California and Tokyo, with invited drivers racing each other over a series of 12 races - this would be part of a racing weekend including an open event for other drivers. The Aire Valley Buggy Club, with their venue situated at Rawdon Meadows Near Bradford, were chosen as

hosts. Why? mainly because the Aire Valley track has a surface of compacted oil sealed loam, or in other words is a dirt track with oil spread on it to bind the surface thereby restricting wear and its resultant pitfalls (or, should it be potholes!).

In the States all tracks are dirt but I'm sure there are none better than Aire Valley. The track is superb, as indeed are the other facilities at the venue and throughout the meeting which lasted 5 days including the practice days, very little track maintenance was needed (except when the rains came) and there was virtually no deterioration to the surface. The club has



to be applauded for having the most consistent true offroad racing surface in the UK! The combatants along with Mike Reedy from the USA came Associated/Reedy drivers Cliff Lett, the current 4WD World Champion and Brian Kinwald, who won the 2WD British Grand Prix event at the NEC.

Then from the Traxxas stable world finalist Derek Furanti and Rick Vehlow, who was second in last years 2WD World final arrived and a guy called Darren Westman. Jurgen Lautenbach and Christian Keil from Germany, Heikkii Naulappa, the Finnish Champion, Thomas Johanson from Denmark and Belgium's Guy deWeerd

- were among the drivers who were invited from Europe.
- They made up the 27 drivers who were to race against each other over 6 2WD races and 6 4WD races, with five in each class to count to find the 1992 UK Reedy Champion.

Like ice!

- The Aire Valley circuit has no grip whatsoever and so it was down to comparing one grade of tyre with another until the best compromise could be reached. Most drivers settled for Kyosho soft microblocks (which the Americans have nicknamed "fuzzies"), although I noticed that some of the Associated team raced soft Proline minispikes on the 2WD cars.

International Reedy Race

Derek Furanti

Aged 24, Derek lives in Cypress, California. He started racing with a Tamiya TamTech about five years ago and then moved to the Associated RC10. He is sponsored by Traxxas, Team Orion, Yokomo and Peak Performance or whom he works. He races mainly at the Radio Control Hobbies at Costa Mesa, California, which is in RC10 territory and Derek tells me that its very difficult to get their 2WD cars to work well here. He said he had a hard time with the Traxxas at Costa Mesa but he's happy with the new version and expects it will go well with Rick Vehlow's help to set it up. He tells me that American tracks have much more "bite" than the Aire Valley Circuit



but he thought this track was great.

Mike Reedy thought the track was brilliant apart from the stepped sections and he applauded the club and organisers for a wonderful weekends racing.

Some of the best drivers in the World attended the Reedy Race of Champions at the Aire Valley club - the track didn't let them down!

**REEDY.
STEADY.
GO!**



The Aire Valley steps caused much heartache - they have now been removed....



Schumacher green microspikes were also used to a lesser degree but if the lack of grip was a problem so to was the track layout which contained a long banked turn at the end of the straight, a massive jump which caused more than one problem - it gave the cars a severe jolt on landing and Jamie Booth came to grief here in one race when his crystal shook loose! The exit from the jump was out through a deep step resulting in many a pile-up on the first lap. Sleeping policemen, other jumps, banked bends and a further

- unpredictable stepped down section gave the drivers a severe test on every lap and it was down to skill and setting-up which would prove the decisive factors especially as at this race meeting we would be running four minute races.
- Sunday Morning was to be the scheduled start for the six rounds of 2WD races but this was delayed because of rain and a waterlogged track. The conditions were extremely slippery, too bad to marshall thought Cliff Lett. He could not believe we would race in such conditions, but race we

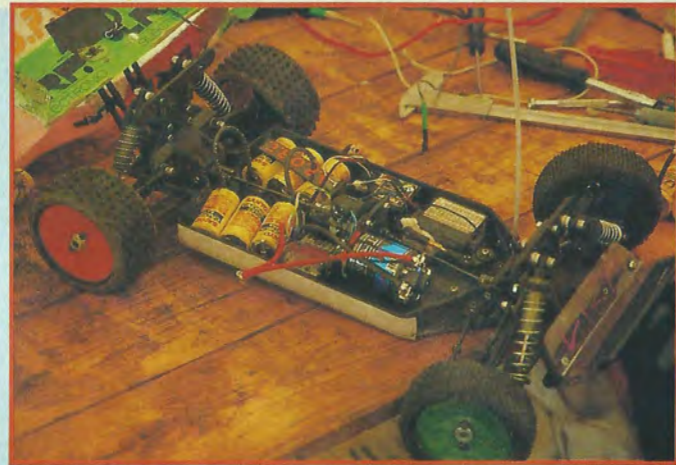




Stefan Kohler

Stefan was driving an unusual 4WD buggy called a Sport, which is a shaft driven

buggy which uses three diffs instead of the usual two. The car is going quite well but at this track it was terrible



because the builders of the car were not with him and it was difficult to get it right on your own. Stefan was thought

the track was excellent apart from the stepped section but maybe the jump was a little too hard on the cars.

did once the rain had abated and the pools of water on the track had been brushed away. The wet conditions had everyone guessing as to what tyre to use in the wet but when we got down to the racing everything seemed to work and we found the grip was an improvement in the dry!! At the start the first casualty was Cliff Lett, his motor burnt out on his first run causing a major blow to his chances of winning the meeting. All his remaining five races would now count towards his 2WD total. British drivers Rory Cull and Kevin Moore were both really successful in this 2WD series, with each winning three races and having two second places. However it was Traxxas driver Rick Vehlow who stole the show with four wins and one second place to total 49 points going into the 4WD rounds. Brian Kinwald, Jurgen Lautenbach and Craig Drescher had all driven well and were nicely placed in the leading bunch...

Top Ten 2WD Results Points

- 1. Rick Vehlow 49
- 2. Rory Cull 48
- 2. Kevin Moore 48
- 4. Brian Kinwald 47
- 5. Jurgen Lautenbach 46
- 6. Craig Drescher 44
- 7. Cliff Lett 43
- 8. Heikki Naulappaa 42
- 8. Jamie Booth 42
- 8. A. Jeschik 42

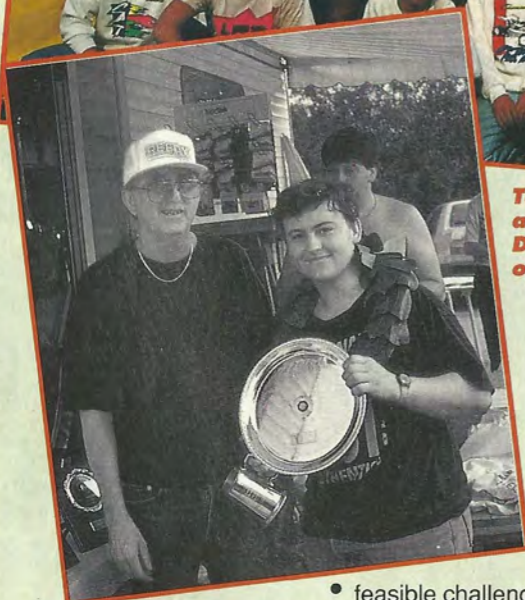
The 4WD Reedy event was totally dominated by the Reedy/Yokomo drivers Cliff Lett and Brian Kinwald, each won 5 races apiece to accumulate the 50 maximum number of points available, leaving Craig Drescher and Rory Cull to offer the only

feasible challenge. Jamie Booth was looking good at one stage, as were Schumacher drivers Jurgen Lautenbach and Kevin Moore but bad luck, like when Kevin had a crystal fail on him in, or bad judgement as when Jamie ripped the back end off his ZX-R, put paid to their hopes leaving the Americans

superbly and took the chances to give everyone a lesson in buggy racing.



Team Schumacher assemble for a class of '92 shot. Left; Dave Bailey stormed home in 4WD open class.



home and dry. They simply had their 'Yoks set up



Reedy does it again...

Mike Reedy was present at the race but suffered from the cold wet British weather - being rather ill during the event, although not winning the 2WD event Mike's motors did power Brian Kinwald to overall victory in the International event.

4WD Top Ten Results Points

- 1. Cliff Lett 50
- 2. Brian Kinwald 50
- 3. Craig Drescher 47
- 4. Rory Cull 45
- 5. Jurgen Lautenbach 44
- 6. Derek Furanti 43
- 7. William Mitcham 43
- 8. Ellis Stafford 42
- 9. Rick Vehlow 42
- 10. Steve Haynes 41



Yokomo Set up:

Works 91 chassis

Tyres - Soft Kyosho Micro blocks front and rear

Suspension: Rear Associated Shock Tower, Shocks Yokomo copper springs 30 wt associated oil, Front Associated Shock Tower, Shocks with Associated Long Silver springs 50 wt oil

Motor: Reedy Mr. O (11 Double)

Cells: Sanyo 1400 Scr Gear Ratio = 18/87 11.26:1

RC10 Set up:

RC10 Tub chassis

Tyres - Soft Kyosho Micro blocks front, rear; Rear Proline wheels

Suspension: Associated Shocks Black Rear Springs 35 Wt Ass. Oil Associated Shocks Black Front Springs/30 Wt. Ass. Oil

Motor: Reedy Mr.O

Cells: Sanyo 1400 SCR

Tune up bits; Jammin' Products diffs and rings with 3mm belts and an Associated Stealth slipper clutch.

I Chatted to Cliff about the Yokomo and in particular about the front end of the car, and he told me that the car is basically a modified YZ10 with the major changes being to the front suspension.



Traxxas update

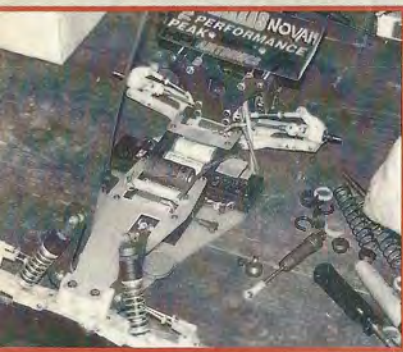
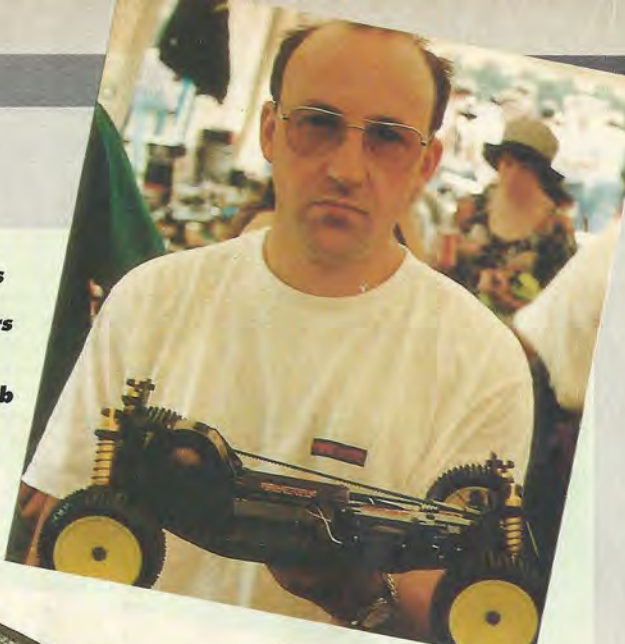
Rick was using a double-chassied Traxxas and told me that this would be a cheaper version of the car with an upgrade kit as an option to bring the car up to team specification. The idea of the fibre glass double chassis, with the 30 degrees kick up moulded into plastic makes the car much cheaper to produce without losing any of the inbuilt strength or rigidity.

Other tune up parts seen were narrower front wishbones which are needed on the smaller and tighter American tracks, but certainly not at Aire valley. Rick said he had modified the Traxxas bellcrank steering by removing the metal bar. A tip he gave me for Traxxas drivers was that he felt that the RPI dogbones he uses, made the car snappier out of the bends. Other developments are a new range of springs to suit

In the pits at Aire Valley was an example of an alternative chassis for the Kyosho Lazer ZXR. Fibre-Lyte were the manufacturers who are becoming known for chassis and shock brackets for a range of RC Cars. The moulded tub was investigated by the Kyosho Team, especially Jamie Booth....



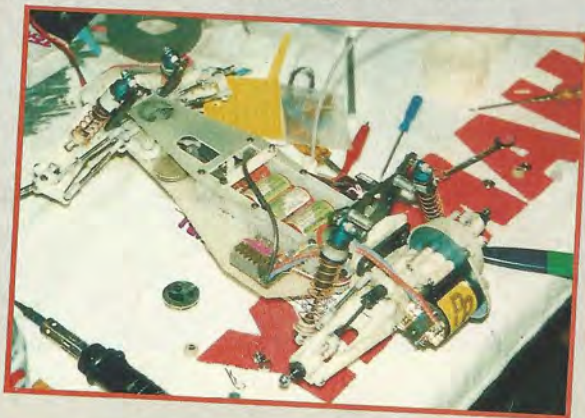
The fibre-Lyte answer



harder grippier surfaces which require a stronger leverage point on the shocks, these will be available in a few months. At Aire Valley Rick was using 25 wt shock oil in his Traxxas and a Peak Performance "Savage" motor.

He was the most consistent driver in the 2WD section winning four out of six races

to score 49 points out of a maximum 50! Some driving! Rick's Yokomo for the 4WD part



of the meeting was similar in set up to Cliff Letts. He was using different A-arms and these gave the same steering geometry as Cliff with 12 degrees of caster. Motor was a Peak Performance "Beast" geared on 18/84 and using 1400 SCR Sanyo Pack Shop Cells. These cells are matched in a unique way by Jeff Pack of the Packshop in Washington DC, and are really rated by this Traxxas man.

What about the Aire Valley Track I asked? He liked the track lay out and said there was much more room on the circuit than on tracks in the States. He reckoned the size of the track and the room allows for much closer racing without getting wrecked.

Rick Vehlow Fact-file

Rick is 22, and lives in Sacramento, California. He has been racing model cars around five years since he bought a Tamiya Rough Rider from a model shop, but the attraction of the RC10 ended up with him spending three years racing as an Associated/Reedy Team driver. Last year he moved to the Traxxas team because he fancied the challenge, and at

the 1991 World Championships in Detroit he was unlucky not to win. He tied with Masami with one win and one second place but Masami's third score was one point better than Rick's, so he narrowly missed the jackpot. Rick's major sponsors are Peak Performance motors, Pack cells and Novak speedos.



After a tremendous weekend of racing, the winners trophy went to Associated/Reedy driver Brain Kinwald who put on a superb display throughout the event. He drove brilliantly on a difficult track as did all the drivers who participated, but the combination of well set-up cars and Brian's skill gave us all a very enjoyable time.

Es' Question?

Reedy Invitational Finishing Positions

	Country	2WD	4WD	Total Pts	
1	B.Kinwald	USA	RC10	Yokomo	97
2	R.Cull	GB	RC10	Yokomo	93
3	C.Lett	USA	RC10	Yokomo	93
4	R.Vehlow	USA	Traxxas	Yokomo	91
5	C.Drescher	GB	RC10	Yokomo	91
6	J.Lautenbach	Germany	Schumacher	Schumacher	90
7	K.Moore	GB	Schumacher	Schumacher	85
8	J.Booth	GB	Triumph	Lazer	81
9	D.Furanti	USA	Traxxas	Yokomo	81
10	W.Mitcham	GB	Schumacher	Schumacher	81
11	H.Naulappaa	Finland	LosiJRX	Yokomo	80
12	P.Goemans	Belgium	Triumph	Lazer	76
13	A.Harman	GB	Tamiya	Tamiya	75
14	M.Tatman	GB	Tamiya	Tamiya	73
15	D.Westman	USA	RC10	Schumacher	73
16	A.Jeschik	Germany	Schumacher	Schumacher	73
17	E.Stafford	GB	Triumph	Lazer	72
18	S.Haynes	GB	Tamiya	Tamiya	72
19	P.Davies	GB	Schumacher	Schumacher	68
20	S.West	GB	Triumph	Lazer	67
21	G.deWeerd	Belgium	Schumacher	Schumacher	65
22	L.Burley	GB	RC10	Lazer	64
23	S.Kohler	Germany	Schumacher	Petermann	60
24	M.Neal	GB	RC10	Yokomo	60
25	C.Keil	Germany	RC10	Yokomo	59
26	T.Johanson	Denmark	Schumacher	Schumacher	52
27	L.Edwards	GB	LosiJRX	Yokomo	52

Opened up.....

In tandem with the Reedy Invitational event was an open meeting with the usual qualifying rounds and then finals. A staggered start was used in preference our normal BRCA start, preventing the carnage at the end of the sweeper. In the 2WD open event Rob Gammon driving a LRP-powered RC10 took the FTD honours with Finland's Jukka Steenari, a massive 9 seconds adrift in second place and Nick Caro third.

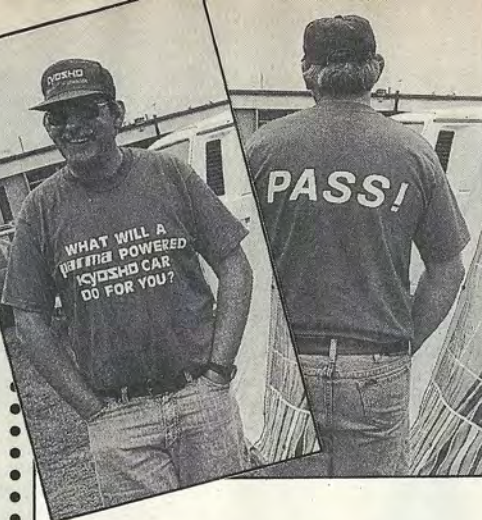
The final turned out to be a two horse race between Rob and Richard Isherwood, with Richard's Peak Performance motored Cougar 2 getting very close at the finish. Paul Kemp, coming back from a poor start, was placed third. Rob Gammon had driven brilliantly throughout the five qualifying rounds and deserved the well earned

victory. The 4WD open meeting saw Rob's Ripmax/Kyosho teammate David Bailey making the pace with his Lazer ZX-R. David clocked 10 laps 265.93 to take FTD with Belgium Gourheffabian just behind and Richard Isherwood in third spot on the list. The final turned out to be an exciting race between Dave Bailey's and Rob Gammon's LRP-powered Kyosho ZX-Rs, both drivers made mistakes but it was Rob who led on the final lap when, with a great

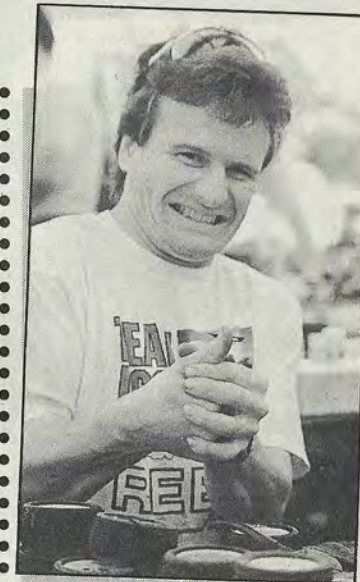
Drescher's luck was only good enough for 5th at the Reedy.



International Reedy Race



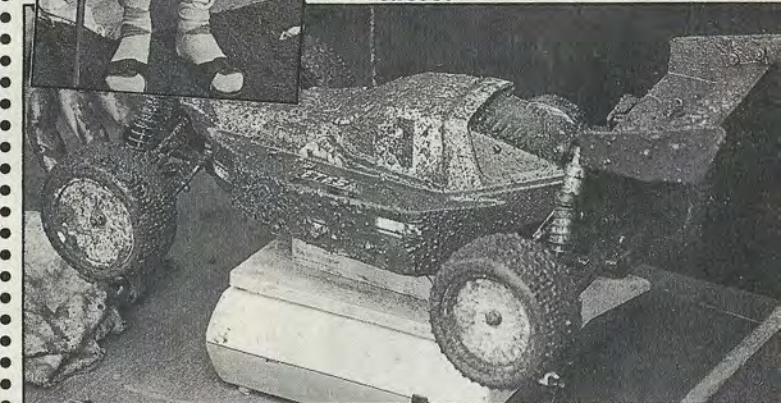
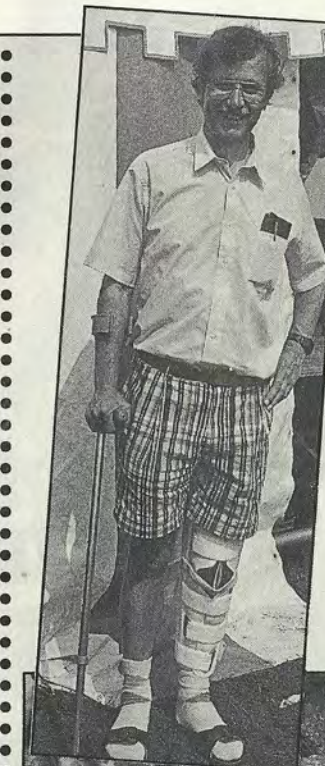
Es West spent most of the first day asking a question without opening his mouth... (unusual, Ed). He gave the answer as he walked away.....



Watch out kids!

As can be seen using scalpel blades can be dangerous! Cliff Lett show his humorous side by gluing two broken halves of a blade to his thumb! and giving the RCMC photographer a fright!

overtaking maneuver, Dave Bailey robbed Rob of a double victory. A great event this was with excellent racing over the three days. **Left; Cecil Schumacher attended - but on one leg! a car crash being the cause.**



New Nosram - DNS

Nick Marson was at the Reedy Race with the latest product soon to come from Nosram, the latest speedo is very compact (see the 50p for comparison) and is said to be a big leap forward in technology... The speedo was used at the Reedy by one of the Nosram drivers and went well, a release date isn't known yet but it won't be long.

