

The Reedy Race of CHAMPIONS



BY GENE HUSTING

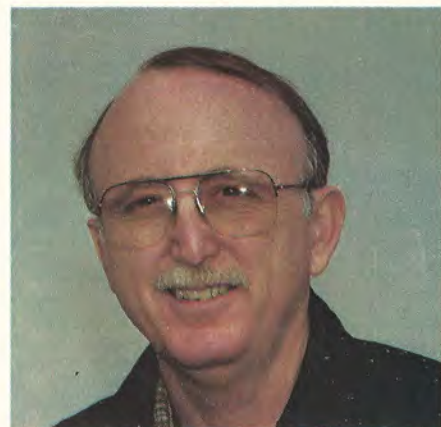
Everyone knows there are indoor offroad and 1/12 tracks where the racers from the cold weather states spend their time in winter at the races. But then in the summertime, it's back to outdoor racing again. This seems like a perfectly normal way to do things.

However, there is another way of racing, that at first glance, seems backwards. But a new trend could be developing here. The Barana family, mom and dad, Marie and Cory with their children Peter, Monica, and Leo have been very active in R/C car racing over the last five years. Cory, Peter, and

Twenty of the best off-road drivers were invited indoors to fight it out in 2WD and 4WD competition, with the winner being the one who had accumulated the most points.

Leo have actively participated in 1/8 gas, 1/12 electric, 1/10 and 1/8 offroad racing and then got the rest of the family involved with R/C cars by publishing a magazine. The next step was to start Nationwide Hobbies Distributing Co. And, as if they didn't have enough to do, they started, operated, and participated in an 1/8 gas on-road track and a separate 1/8 gas offroad track, which were both located in the largest park in Orange County, California.

But they began to realize that the larger number of racers were involved with 1/10 offroad. So they took a new approach, and



Mike Reedy, instigator of the first Reedy Race of Champions.



Competition Editor Gene Husting headed to Huntington to cover the Reedy Invitational.



Overall champion Chris Allec put it away with 2 thirds, a fifth, and a first place finish.



The Reedy Invitational was held at the Hot Trax facility in Huntington Beach. A fine indoor track with a hobby shop as well.



Jay Halsey's RC10 was Top Qualifier in the 2WD class, with a little help from Reedy power and a Novak speed control.



It was Mike Reedy's birthday, so after qualifying everyone got together to celebrate. The big smile at the lower right is Reedy.



Part of the pit area with the checkerboard drivers' stand at rear. All of the contestants had praise for the Hot Trax facility.

went with 1/10 offroad. But they didn't want just another outdoor track like everyone else in Southern California. They decided to have an indoor track in sunny Southern California! But why would they do that? It sure doesn't snow here, and it hardly ever rains. So why indoors? Why not? It's worked out so great, that just after a few short months they moved into a new, very large building and added a carpet track. So they now have a big indoor offroad dirt track, with pit tables to accommodate 120 racers, and in the next room is a combination 1/12 carpet road race course and a 1/10 carpet oval track. All of this is located at Hot Trax Hobbies, 5201 Argosy, Huntington Beach, California 92649. By racing indoors they can have day as well as evening races. On Wednesday, Friday, and Sunday they race 1/10 offroad; Thursday is 1/10 and 1/12 carpet oval; and Tuesday and Saturdays is 1/12 on-road carpet. Something for everyone!

Mike Reedy, of Reedy Modified Motors got together with Hot Trax to help sponsor their first big offroad race. They decided on an Invitational Class of 20 of the best offroad racers competing in both 2WD and 4WD classes and combining points to determine the winners. And there would also be a separate Open 2WD Modified Class and Open 4WD Modified Class, with entries limited to 140 total.

Friday was open practice with most racers not only having been there Friday, but the week before practicing too. One of



The Hot Trax shop has a lot of parts and supplies for most popular car makes.



At the Hot Trax indoor facility in Huntington Beach there is enough pit area for all the contestants. A trip through the pits is always interesting.

the things that I was concerned about was the possibility of so much dust or dirt in the air in an indoor offroad track. We had run into this problem while spending three days indoors at the Cabin Fever race in Indianapolis. Breathing dirt for three days gives you a rather sore throat. The Indianapolis track was a clay composition, which you would normally think couldn't produce dust clouds, but it did. On the other side is the

"Winning drivers know how to punch the throttle and when to back off."

Hot Trax composition which is just plain brown dirt. But it's kept damp, not wet or muddy. There is no sun to dry it out, so it doesn't turn to dust, and because it remains damp, it has great traction. The racers really like it! This has worked out so well, that Radio Control Hobbies, in Costa Mesa, California, has also just opened up their beautiful new indoor offroad track.

Most offroad racers have found it's much easier to participate in either the 2WD or the 4WD class, but not both. And most



Overall Champ Chris Allec took a first, 2 thirds and a fifth with his scratchbuilt cars.

have found out that the 2WD cars are more reliable, so the vast majority of racers specialize in the 2WD class. But the racers in the Invitational Class of this event had to run both classes, so some had problems finding a second car. Everyone knows World Champion, Jay Halsey, always runs in the 2WD class. But now Jay also needed

a good 4WD car. So why not ask the 4WD World Champion, Gil Losi Jr., if he had a backup car that Jay could run? Gil said sure, so Jay was using a Yokomo car in the 4WD class. They want to beat each other really bad, but they're still friends. And that's the way it should be.

2WD OPEN MODIFIED CLASS

This was by far the most popular class, with more entries in this one class, than all the others put together. Jack Johnson was the fastest driver in qualifying, taking the Top Qualifier spot. Jack is from Las Vegas and is one of the top drivers in the country.

2WD OPEN "A" MAIN

The cars are lined up two by two on the straightaway according to their qualifying times. There was a traffic jam in the first corner, but shortly Jack Johnson was able to take the lead. Winning drivers not only know how to punch the throttle, which anyone can do, they also know how important it is to back off the throttle at the right time. They also know that a certain amount of patience must be used at times in passing situations. It's obvious that Jack has learned all of this and was putting it to good use, going just fast enough to keep the lead, while being cautious in passing, so he wouldn't get tangled up with any backmarkers. Jack drove perfectly, as I've seen him do a number of times now, and won the race with Rob Robinson less than half a lap back in second place and Chris McElroy taking third.

4WD OPEN "A" MAIN

Top qualifier, Barry Henderick, simply ran away with this race. Jack Johnson had a close race with John Gudvangen Jr. for second with Jack just winning by a couple seconds.

INVITATIONAL 2WD CLASS

It was very important for all the drivers in this class to qualify into both "A" Mains, 2WD and 4WD, in order to get enough points to win the overall championships. The following drivers have all won major national offroad races: Gil Losi Jr., Eustace Moore, Mike Dunn, Steve Dunn, Gary Kyes, Mike Christensen, Ron Rossetti, Tony Rossetti, and Curtis Strawn. And they are all certainly capable of winning any race they enter, except this one. Because after qualifying was over they each did not make both



Jay and Jim Halsey with a Yokomo car! All the drivers in the invitational class had to run a 2WD and a 4WD car, so Jay borrowed a Yokomo 4WD from Gil Losi Jr.

2WD and 4WD "A" Mains. This means that the drivers who made both mains were a little faster today.

In the first 2WD "A" Main, Top Qualifier, Jay Halsey, took off in the lead until the fourth corner when the second place car overshot the corner and got tangled up with Jay's car. Cliff Lett then went by both cars to take over the lead, with Gil Losi Jr. now in second and Jay third. The positions stayed this way for about two minutes when Gil's car went around a corner and just stopped running. Jay then moved into second with Eric Soderquist moving into third.

In the second 2WD "A" Main Gil Losi Jr. got a good start and led, with Cliff Lett in second and Jay Halsey in third. Gil led for almost two minutes, then he caught a rut in the sweeper and his car rolled over. Cliff went by to take the lead with Gil now second. Jay got stuck in traffic and Chris Allec went into third.

Going into the 4WD competition Cliff Lett had a great start with 200 points, five more than Eric Soderquist and four more than Jay Halsey and Chris Allec, but there were two more races to go!

INVITATIONAL 4WD CLASS

Any driver who has ever tried to drive a 2WD and a 4WD car at the same event knows how difficult it is to do. It takes two totally different driving styles. And yet the speeds on this track were almost identical. The winner of the 2WD invitational race turned 17 laps in 4:11 and the winner of the 4WD turned 17 in 4:10. It would be interesting to see what happens in 4WD.

In the first 4WD main, Ron Rossetti got the lead with Cliff Lett in second. But Ron was pushing just a little too hard, and he rolled over letting Cliff take over first. But Cliff also pushed a little too hard on the straightaway and got a little sideways and then got hit by about three cars, putting Cliff out.

Chris Allec was now leading with Kris Moore in second and Ron Rossetti in third. Allec got caught in traffic, and Moore moved into first place, but a couple laps later Allec drove around Moore on the straight to regain the lead. So Allec won with Curtis Strawn moving to second and Ron Rossetti taking third.

Going into the last 4WD main there were still about five drivers that still had a chance to win it all. Cliff Lett was one of those drivers, and he was driving to win it all. Curtis Strawn was in second, but Chris Allec soon passed Curtis to take over second. Top Qualifier, Tony Rossetti, then moved into second, but Cliff was holding on to a 3/4-lap lead. If the race finished like this, Cliff would be the overall winner. And the way Cliff was running, no one was going to catch him.

It looked like Cliff had it made. Then on the last lap Cliff's car started to die, and Tony Rossetti went by to take the lead. Cliff finished in second with Chris Allec third. Two firsts and a second place finish was still not good enough for Cliff to win. Chris just beat him by two points to win the Championships!



Jack Johnson was TQ in 2WD, and won the A Main with his RC10 powered by Peak.



Barry Hendrick was 4WD Open TQ, and won the event with his Optima racer.

RESULTS OF THE FIRST REEDY INVITATIONAL RACE OF CHAMPIONS

2WD OPEN "A" MAIN RESULTS

PLACE/NAME	LAPS	TIME	CAR	MOTOR
1. Jack Johnson	16	4.14	RC10	Peak
2. Rob Robinson	15	4.02	RC10	Checkpoint
3. Chris McElroy	15	4.08	RC10	Reedy
4. Duane Inouye	15	4.09	RC10	Reedy
5. Leo Barana	15	4.10	RC10	Reedy
6. Larry Deweese	15	4.13	RC10	Premier
7. Kurtis McElroy	15	4.14	RC10	Reedy
8. Carl Casanova	14	4.00	RC10	Twister
9. Rick Vehlou	14	4.01	RC10	Rev-Tech
10. Tracy Grieger	14	4.10	Ultima	Barry

4WD OPEN "A" MAIN RESULTS

PLACE/NAME	LAPS	TIME	CAR	MOTOR
1. Barry Henderick	16	4.05	Optima	Barry
2. Jack Johnson	16	4.19	Yokomo	Peak
3. John Gudvangen Jr.	15	4.01	Yokomo	Rev-Tech
4. Terry Schomk Jr.	15	4.07	Yokomo	Twister
5. Rick Extra	15	4.13	Yok-Opt	Barry
6. Samuel Smith II	15	4.15	Yokomo	Trinity
7. Larry Grant	15	4.19	Yokomo	Twister
8. John Wheeler	14	4.02	Yokomo	Trinity
9. Matt Musselmann	11	3.53	Hotshot	Reedy

INVITATIONAL 2WD "A" MAIN RESULTS—1 & 2

PLACE/NAME	POINTS	FINISH	CAR	MOTOR
1. Cliff Lett	200	1-1	RC10	Reedy
2. Eric Soderquist	195	3-4	RC10	Reedy
3. Jay Halsey	194	2-6	RC10	Reedy
4. Chris Allec	194	5-3	Scratch	Trinity
5. Chris Moore	193	4-5	RC10	Twister
6. Steve Dunn	188	7-7	AYK	Race Prep
7. Mike Dunn	187	6-9	AYK	Race Prep
8. Dan Binter	186	8-8	RC10	Peak
9. Gil Losi Jr.	184	9-2	Scratch	Trinity
10. Kyle Reed	182	10-10	RC10	Reedy

INVITATIONAL 4WD "A" MAIN RESULTS

PLACE/NAME	POINTS	FINISH	CAR	MOTOR
1. Chris Allec	198	1-3	Scratch	Trinity
2. Curtis Strawn	194	2-6	Yokomo	Premier
3. Ron Rossetti	194	3-5	Yokomo	Reedy
4. Tony Rossetti	192	9-1	Yokomo	Twister
5. Cliff Lett	190	10-2	Scratch	Reedy
6. Eric Soderquist	190	8-4	MIP	Reedy
7. Kris Moore	189	4-9	Yokomo	Twister
8. Jay Halsey	188	6-10	Yokomo	Reedy
9. Eustace Moore	187	5-7	MIP	Reedy
10. Mike Martin	187	7-8	—	Twister