

# FRENCH

# GRAND PRIX

# EFRA

*including*

# REEDY SPRING

# INTERNATIONAL

## Keith Chaplin reports for RRC.

Well the time had come to plan the trip down to the south of France to Lyon for this years French Grand Prix and Reedy Race. This year we chose to drive and having been before we knew we were facing a round trip of 1500 miles. Some people say you must be mad to go so far for a race meeting but unless you have been to a European Grand Prix you won't have experienced the atmosphere and enjoy the close racing on totally different styles of tracks that we are used to in the UK. I must admit that there was a little speculation on whether this meeting was going to be a success because it was indoors on a purpose built track and was only being built the day before the event started!

On arrival at the Halle Tony Garnier on Wednesday I managed to get a sneak preview of the track being finished. What a track! 500

4wd 'A' finalists line up for the big race.

tons of clay and topsoil delivered by 25 articulated lorries, 2 JCB digger/scrapers laying out the clay and a huge roller compressing it down. Overall dimensions of the track were 24 x 35m. Seating facilities for spectators were also having the finishing touches done



with a capacity for 8,000 spectators. Two PA systems were in operation; one for spectators and the other for the drivers. 280 drivers had entered and there was a pit table for each and ample electricity points. All my speculation had now gone and I knew the French knew what they were doing and we were in for four days of great racing.

Back at the hotel all the star drivers were arriving. Jay Halsey, Butch Kloeber (USA), Stephan Oberle (4wd European Champion), Jamie Booth (2wd European Champion and British Champion), Jurgen Lautenbach (LRP), Jason Varley (out of retirement), Rory Cull, Craig Drescher (Team Reedy/Associated), in fact the hotel was full of racers from all over the world.

Thursday was going to be a long day with drivers registration and open practice from 10.00 a.m. - 9.30 p.m. After two hours of practice and

### A Final 2wd results

Name	1st Final	2nd Final	3rd Final	Res (Best Two)	Pos
Rick Howart	15 5.08.60	15 5.02.70	16 5.20.40	31 10.23.10	1
Craig Drescher	15 5.09.10	15 5.20.80	15 5.04.50	30 10.13.60	2
Butch Kloeber	15 5.08.90	15 5.09.80	15 5.11.00	30 10.18.70	3
Kevin Moore	15 5.19.50	15 5.13.90	15 5.06.90	30 10.20.80	4
Jay Halsey	15 5.15.20	15 5.06.60	14 5.12.10	30 10.21.80	5
Chris Macelroy	15 5.09.40	15 5.09.80	15 5.14.80	30 10.24.20	6
Jurg. Lautenbach	15 5.20.10	14 5.05.90	15 5.18.10	30 10.38.20	7
Klaue Wilhem	15 5.12.70	14 5.06.80	14 5.03.90	29 10.16.60	8
Jamie Booth	14 5.02.90	15 5.20.70	14 5.03.60	29 10.23.60	9
Steve Brace	14 5.03.70	14 5.05.00	14 5.05.70	28 10.08.70	10

watching and timing the fast drivers, you could not stop practicing until you could get your car to put in consistent 21 second laps, 2wd and 19 second laps 4wd. With the track being very slippery every tyre combination was being tried. The tyres which were showing as the best combination were Losi X pattern rears and Losi staggered rib fronts. The problem now was would the drivers have enough tyres for three days racing because they worked on 2wd and 4wd and their weren't many of them about in comparison to Schumacher and Yokomo tyres. A



◉ Jamie Booth and Collin Spinner — Team Tamiya.



◉ Jurgen Lautenbach — runner up in 4wd.



◉ Rick Howart works on his RC10.



◉ Some of the competing 2wd cars.





British 4wd 'A' finalists, Kevin Moore, Rory Cull and Pete "Awesome" Stevens.

French model shop proprietor turned up with 30 pairs in his arms and sold the lot in as many seconds. The other prominent new items in many of the drivers cars was to use punch control speed controllers with the new Nosram and Tekin controllers leading the way. This enabled them to maintain top speed on the straight and not have to fight the back end in and out of the corners. Friday saw the start of 2wd qualifying, after a days full racing the top four drivers straight

14,000 spectators over four days!!



Jammin' Jay Halsey.

through were: Rick Howarth, USA; Craig Drescher, GB; Butch Kloeber, USA; Kevin Moore, GB.

After Christmas Tree finals the remaining 6 drivers to go through the A final were: Chris Mcelroy, USA; Jamie Booth, GB; Jay Halsey, USA; Jurgen Lautenbach, D; Klaus Wilhem, D; Steve Brace, GB.

The first leg of the 2wd A final was the most exciting race I have ever seen. The cars were absolutely flying and at the end of a race where any one of four cars could win on the last lap we got to the finish line with only 8/10 second

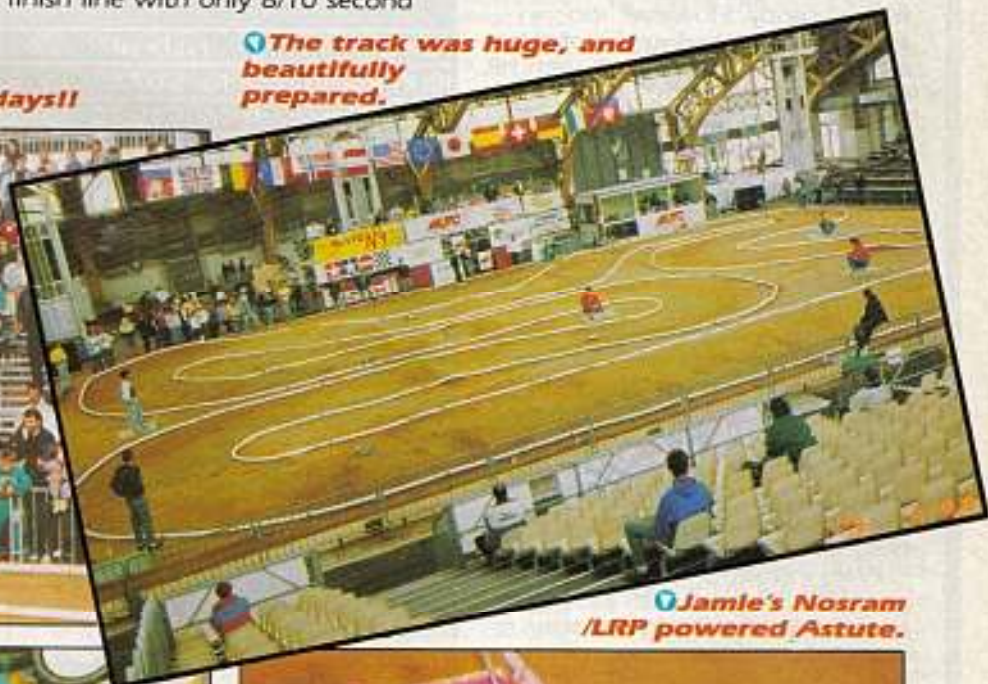
between 1st and 4th place. What were the other two legs of the final going to be like?

1st leg: Rick Howarth 15—508.60; Butch Kloeber 15—508.90; Craig Drescher 15—509.10; Chris Mcelroy 15—509.40.

The last two legs were good racing with Rick Howarth putting in the only 16 lapper to win outright the 2wd race.

Four wheel drive was very similar

The track was huge, and beautifully prepared.



Jamie's Nosram /LRP powered Astute.



## A Final 2wd

Driver	Car	Team	Nicads	Motor	Speeds	Front Tyre	Rear Tyre	Servo	Qual	Final
Rick Howarth USA	RC10	P.P. Tekin Futaba	P.P.	P.P. 14.0d	Tekin 610	Lois Staggered	Lois X Pattern	Futaba Bsh	1	1
Craig Drescher GB	RC10	Reedy Assoc. Kel Novak	Kel	Reedy Blue Dot	Novak T1	Lois Staggered	Lois X Pattern	KO Fet	2	2
Burt Kloiber USA	RC10	Assoc. Reedy Altron Jammin Prod	Reedy	Reedy Gold Star 14 x 2	Tekin 700	Lois Ribbed	Lois X Pattern	KO Fet	3	3
Kevin Moore GB	Cougar	Schumacher Reedy	Schumacher SE	Reedy Green Dot	Nosram Estimator Torque Limit	Schumacher Rib	Lois X Pattern	KO Fet	4	4
Chris Meeley USA	RC10	P.P.	P.P.	P.P. 15 x 4	Tekin 700	Lois Staggered	Lois X Pattern	Futaba 1315H	5	6
Jamie Booth GB	Autote	Tamya Nosram LRP	Nosram ASP LRP SCE	LRP	Nosram Estimator Torque Limit	Lois Staggered	Lois X Pattern	KO Fet	6	9
Jay Halsey USA	RC10	Assoc. Reedy Altron Jammin Prod	Reedy	Reedy Green Dot	Tekin 700	Lois Rib	Lois X Pattern	Airtronics	7	5
Jürgen Lautenbach D	Cougar	LRP Schumacher	LRP SCE	LRP Orange	LRP PT	Lois Staggered	Lois X Pattern	KO Fet	8	7
Klaus Wilhelm D	Ultima	Mull. Reedy Kyosho Kel Mini	Kel	Reedy Gold Star	Multiplex	Dynamic	Lois X Pattern	KO Fet	9	8
Steve Brace GB	Cougar	Fama Schumacher	Fama	Fama 12 x 2	Tekin 610	Blue 20 Row Soul	Lois Block Pattern	Futaba 1315H	10	10

in qualifying with the cars going on average 1-1½ seconds faster per lap. The man who was looking favourite was Rory Cull whose car looked and performed magnificently. However Rick Howarth was driving out of this world again and took TQ with his Kyosho Lazer.

Straight through to the A finals were: Rick Howarth, USA; Klaus Wilhelm, D; Rory Cull, GB; Jay Halsey, USA.

Into Christmas Tree finals to find the other six finalists with the unluckiest driver being Craig Drescher who only had to finish his last lap to qualify through the A final when his rear tyre came off and jammed onto his shock absorber, making him unable to finish. The final six were: Jürgen Lautenbach, D; Kevin Moore, GB; Stefan Danz, D; Pete Stevens, GB; Guy Derweerd, B; Werner Bergbauer, D.

After introducing each qualifier on to the rostrum with incredible cheers from the 8,000 capacity crowd the race was under way. Rick Howarth was again giving a display of racing perfection to win from start to finish. Jürgen Lautenbach of LRP fame won the second final with probably the fastest car I had ever seen. The third leg was going to be a race with Rick Howarth, Jürgen Lautenbach and Jay Halsey all in contention to take the honours. It was not to be as Rick Howarth again drove superbly to put in the only 17 lapper to prove that he was a worthy winner of both 2 and 4wd.

After the presentation Jim Halsey thanked the French on behalf of Mike Reedy who unfortunately was

unable to attend, for an excellent race meeting. And I must agree that after twelve years of going to race meetings I have never been to a

more memorable, professional and outstanding race meeting and on behalf of all the British drivers and Steve Brace, thank the French organisation for a truly memorable race. ●



## A Final 4wd results

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Rick Howarth	16 5.07.50	16 5.10.90	17 5.21.00	33 10.28.50	1
Jurg. Lautenbach	16 5.19.70	16 5.08.20	16 5.04.90	32 10.13.10	2
Jay Halsey	16 5.09.00	15 5.09.00	16 5.05.20	32 10.14.20	3
Rory Cull	16 5.16.60	16 5.12.20	16 5.03.20	32 10.15.40	4
Klaus Wilhelm	16 5.17.60	16 5.10.50	16 5.15.90	32 10.26.40	5
Guy Deweerd	16 5.18.20	16 5.15.10	16 5.13.00	32 10.28.10	6
Stefan Danz	03 0.55.20	16 5.15.10	16 5.13.50	32 10.28.60	7
Kevin Moore	16 5.16.80	16 5.15.00	15 5.01.40	32 10.31.80	8
Peter Stevens	15 5.01.70	15 5.05.10	16 5.14.40	31 10.16.10	9
Werner Bergbauer	14 5.00.60	16 5.17.90	03 1.00.40	30 10.18.50	10

Driver	Car	Team	Nicads	Motor	Speeds	Front Tyre	Rear Tyre	Servo	Qual	Final
Rick Howarth USA	Lazer ZX	Kyosho P.P. Tekin Futaba	P.P. SCE	P.P. Beatz 12 x 2	Tekin 700	Lois 4 Row	Lois X Pattern	Futaba 9101	1	1
Klaus Wilhelm D	Lazer ZX	Kyosho MH Kel Mini Redy	Kel	Reedy Green Dot	Hobby	Yokomo TR110	Yokomo	KO Fet	2	3
Rory Cull GB	Pro Cat	Reedy Schum. Ass. Nov	Reedy	Reedy Green Dot	Nosram Ester Torque Limit	Car 3 Row	Lois X Pattern	KO Fet	3	3
Jay Halsey USA	Yokomo	Assoc. Reedy Jam Air	Reedy	Reedy Green Dot	Tekin	Yokomo	Lois X Pattern	Airtronics	4	3
Jürgen Lautenbach D	Pro Cat	LRP Schum.	LRP Orange	LRP Orange	LRP	Car 3 Row	Lois X Pattern	KO Fet	5	2
Kevin Moore GB	Pro Cat	Schum	Schum	Reedy Blue Dot	Nosram Ester Torque Limit	Schum Blue	Lois X Pattern	KO Fet	6	8
Stefan Danz D	Lazer ZX	LRP Fut. Kyosho	LRP Oberw	LRP Orange	Futaba 116	Lois Stud	Lois X Pattern	Futaba	7	7
Pete Stevens GB	Yokomo	Reedy Assoc. Jam Prod	Fama	Twister	Racer Serv	Yokomo	Lois X Pattern	KO Fet	8	9
Guy Deweerd D	Pro Cat	LRP PPS Nosram	PPS	LRP White	Nosram Ester Torque Limit	Car 3 Row	Lois X Pattern	KO Fet	9	6
Werner Bergbauer D	Yokomo	PP Yokosho	Mega SCE	P.P. 13 x 2	Hobby	Yokomo TR110	Yokomo TR11	KO Fet	10	10