

The latest episode in the Reedy Race saga took place recently at the Yatabe Arena just

outside Tokyo in the land of the rising sun - Japan. Twenty-one of the best drivers the world has to offer were invited to race on the purpose built circuit that offered one of the best venues the RC car world has seen. The whole arena was covered by a roof that could be opened to let the sun in or closed to keep the rain out (it remained closed most of the time as it rained a lot) the track itself was enclosed in a 2ft high concrete block wall. The surface was damp mud which was watered every night to keep it moist (giving an excellent surface) this being ideal for the use of foam tyres. The most outstanding feature of the track was the 180 degree banked turn at the end of the straight, the banking being at 60 degrees with a vertical wall of around 2ft above this. (Jamie Booth was the first to go round the vertical wall, leaving tyre marks that were to stay there the whole of the meeting!). This was followed by a second 180 degree turn that then led to a adverse camber hairpin, next was a short straight before a triple jump! The corners were marked with high concrete curbs that if touched turned the cars over. Although a very difficult track to drive it led to superb racing, in fact after the first round of racing it was discussed if the drivers were racing cars or transponders as the dead heat between Masami and Jamie fell to Masami as his transponder was further forward in the car than Jamie's! After this race a video camera was placed on the finish line to remove this problem but this highlights how close the racing was! The format of the racing was that all drivers raced 12 times (6 in 2WD and 6 in 4WD) the scores were given in the form of points and the worst two scores could be dropped.

New Cars

Racing at the event was Masami Hirosaka using a standard Yokomo '91 and RC10, the new Kyosho Triumph 2WD car, Jamie Booth with his latest Tamiya Astute and Manta Ray derived cars and Rory Cull and Craig Drescher with their RC10's and Yokomo's. The results below show how close it was after 2WD with Jamie

Booth taking the honours, Masami was in second and in an excellent place to pounce during 4WD.

Pos	Name	Pts	Ctry
1	Jamie Booth	9	GB
2	Masami Hirosaka	12	Japan
3	Kazutaka Sumida	15	Japan
4=	Satoshi Kayano	16	Japan
4=	Darren Westman	16	USA
6=	Craig Drescher	17	GB
6=	Rory Cull	17	GB
8=	Hiroshi Suzuki	22	Japan
8=	Rick Vehlow	22	USA
10	Masayuki Miura	23	Japan

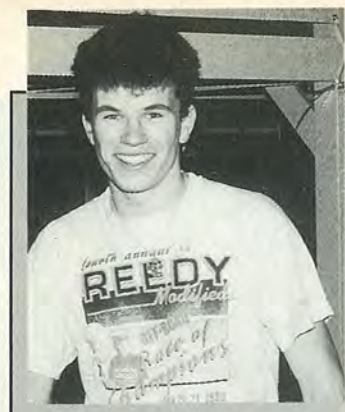
4WD didn't go quite as well for Jamie as the standard car of Masami Hirosaka proved to be very reliable and fast, Masami and Jamie both kept their very high average up and in the end the result went to Masami by just one point! If only Jamie's transponder had been fitted in the front of his 2WD who knows who'd have won. The racing was of course of the very highest standard, the track was the best yet seen and both of these elements made the event the best so far this season - all this bodes well for the oncoming worlds later this year!



Racing and relaxation; Top; Jamie Booth and Masami Hirosaka 2nd and 1st places. Above; Jamie Booth gets to drive a Honda NSX belonging to Yokomo - it's a hard life! Left; Jay Halsey works on

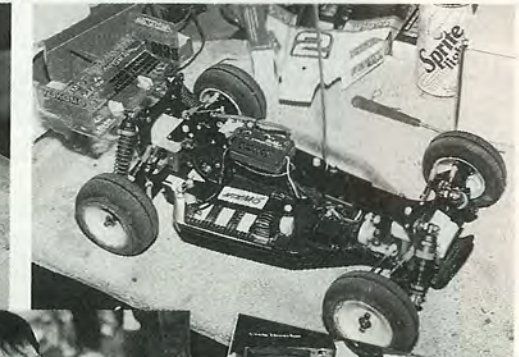
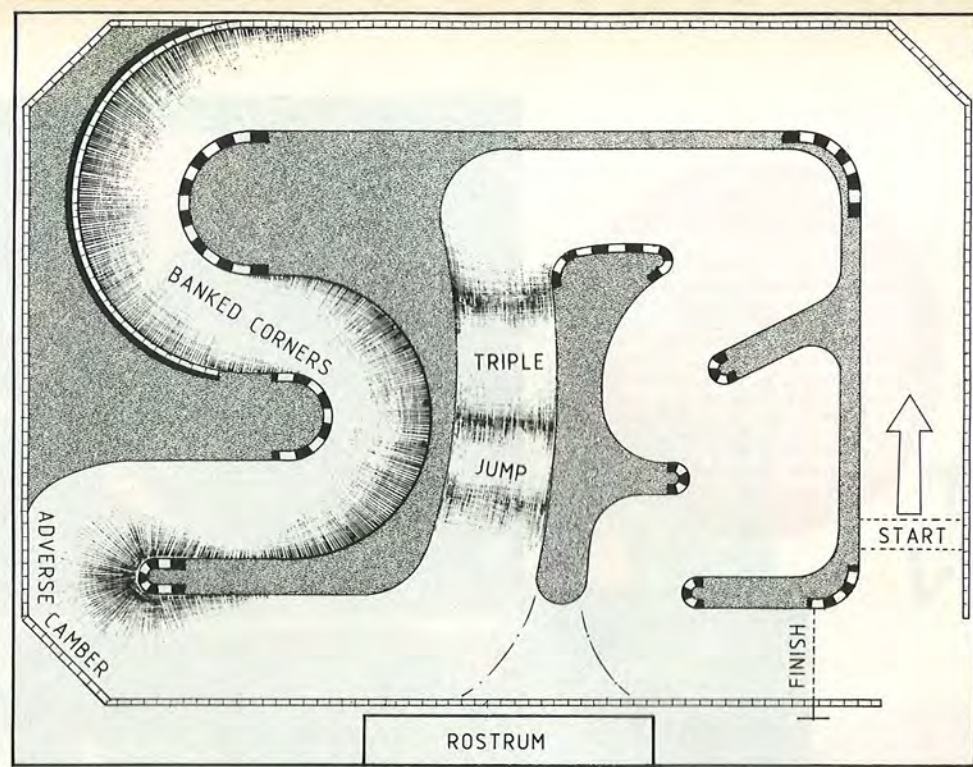
REEDY RACE

RADIO CONTROL MODEL CARS

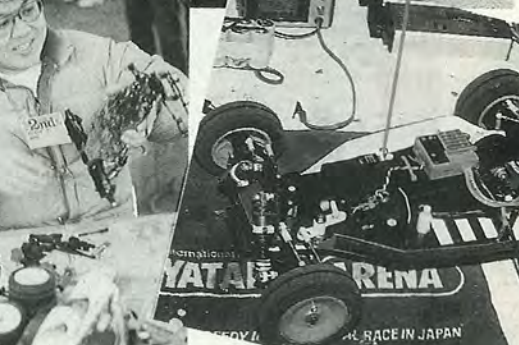


A Lap of the Yatabe Arena with Rory Cull

Accelerating up to full power on the start straight, the car races rapidly towards the first turn. Only backing off slightly to negotiate this 90 degree left hander the car is pushed to its limit. Caution is taken not to clip the concrete curbs as these were sure to launch the car in to orbit. Once on to the main straight it is time to prepare for the massive banked turn by allowing the car to drift towards the outside of the track. As the car enters the turn it is drawn around like steel to a magnet. Caution is taken not to over shoot the next turn's apex, remembering that the car is slung shot out of the turn like a bullet from a gun. Once the car has emerged from these two banked turns it is hard on the brakes, for a very slow, adverse camber, left handed hair-pin. It is essential that the car hugs the curb, or precious seconds could easily be lost. When the car straightens up, accelerate hard in preparation for the jumps just around the corner. From a fairly wide line, straighten out for the left turn as much as possible, trying to keep the front end of the car square to the jump. Once on line, you are committed, 'back off' slightly before the ramp, accelerate hard up to and then pray!! As the car clears the second hump and lands safely breathe a short sigh of relief, blip the throttle over the final jump and tuck tight around the right hand corner in the centre of the track. As the car straightens out, accelerate hard through the chicane, being over cautious not to touch the large curbs. Back off as the car approaches the left hand turn before the finish straight, roll around and then once again accelerate hard on to the start straight for another lap of sheer enjoyment.



Cars at the meeting including the Yokomo of Rory Cull, RC10's, and the latest form of Tamiya Astute. Centre; The man behind the design - F.Taki is the main designer for Tamiya and has designed cars from the Frog to the Manta Ray.



Almost a win for the UK in the Reedy in Japan - Report Roger Cull and Colin Spinner

Big in JAPAN

Cars placed on the line for the start of one of the 2WD qualifying heats. Below; The all new 'Triumph' is the name given to the latest two wheel drive car from Kyosho. The car features long wishbones and a belt drive gearbox. Bottom; Why can't we have marshals like this? Jamie Booth's car is held by a Japanese young lady. Right; The track featured this excellent double 180 degree banked curve.



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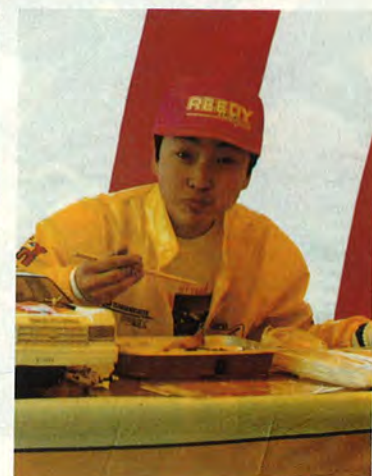


Middle; Colin Spinner was on hand to look after Jamie Booth's Astute and Manta Ray. Top; The drivers that raced at the 1991 Reedy - colourful lot aren't they! Left; Losi JRX2 car driven by Jay Halsey into 8th overall.



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Above; Roger Cull with Rory's mount for '91. Right; Between eating Craig Drescher ran his Works '91 Yokomo and RC10 with way-out paint job. Centre; The track was watered every night to keep the grip up and the dust down. Smallest racer was Atsushi Hara who drove for Kyosho. Right; Man on top - Masami Hirose, undisputed best driver in the world.