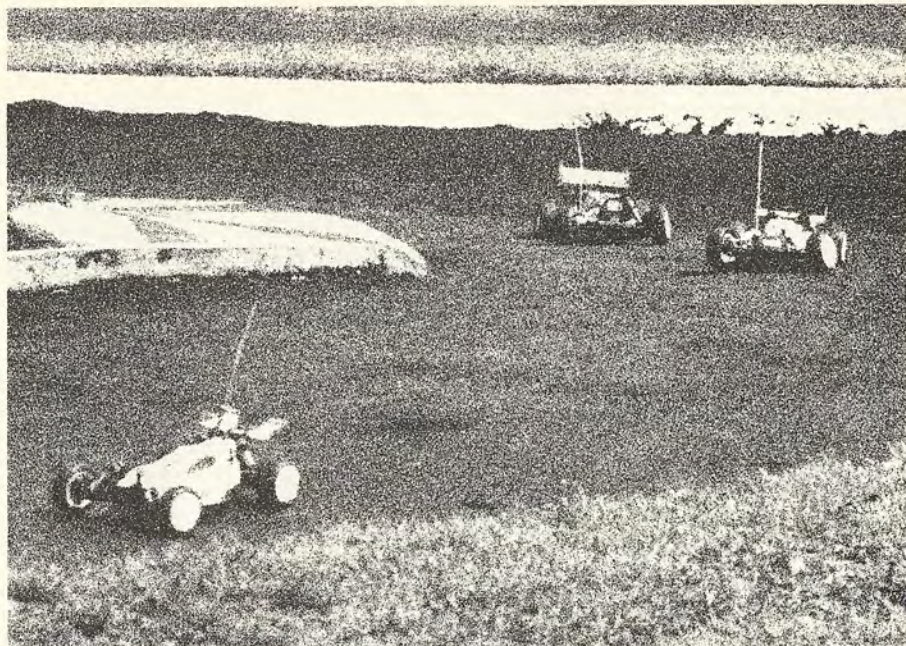


**RACE REPORT BY JASON DEARDEN**

Mike Reedy, Team Associated motor man, has been a focal figure in the world of RC model car racing for over a decade. During this time Mike has seen the world's best drivers competing for the biggest titles and so has developed a keen eye for spotting new talent and appreciating the skill of known drivers. Over the past few years, Mike has organised several meetings which bring together these most talented drivers, for a 'Race of Champions'. Mike has developed a format for these Invitational meetings which ensures that the best driver wins the title and the whole event provides an excellent spectacle for the mere mortals who enjoy RC model car racing.



**1992 Reedy Invitational — Aire Valley, England.**

**The Battle Ground**

The meeting was hosted by the Aire Valley model car club on their recently built dirt track, near Leeds, on the 22-25 of May. The interesting and demanding track was made from good old English dirt and plenty of used engine oil, to prevent it turning into good old English mud in our famous wet weather. The surface provided reasonable grip and excellent consistency throughout the four day meeting, even with a heavy downpour on day three. A lap of the track included an interesting range of corners and an array of jumps, bumps and drop offs. The main jump was over two feet high and was fun to drive and watch, unlike the drop offs which were universally unpopular. The drop offs or stairs were a little high and were placed on corners which made them very difficult to negotiate consistently. The problem was further compounded by the fact that when a car did get it wrong, it was left stranded upside down under the step in the path of the next innocent driver. I am sure that the very professional Aire Valley buggy club have noted this teething problem and will make every effort to make the drop offs a little more forgiving for the average driver. Other than this small problem the track was truly excellent and of course the same for everyone. Aire Valley have done the right thing building such a consistent and fun track, which is far better than any grass track I've ever seen. I predict that this club will grow and provide England with more world class drivers, who have learnt to set up and fine tune their cars on this track.

**The Best of the Best**

In order to find the best driver in a field of best drivers, Mike Reedy has devised a superb system. Each driver races six times in each class, 2WD and 4WD. The drivers in each race are rotated to ensure each driver races against the rest of the field. Points are then awarded for the drivers finishing position in each race and their worst score is disregarded. This system therefore tests the drivers ability to race against the best



and consistently do well. There is no way that a one shot wonder can win this event, it's down to racecraft, skill, driver and mechanical consistency in both classes. This system is a great spectacle for the public as every heat is a race to the flag and the level of the drivers ensures that it's close every time. Track conditions do not affect the results as the drivers are racing each other and not trying to get a qualifying time on an ever changing track. Mike chose six cell, four

**Water sports on the bouncy castle.**

minute heats to decide the champ as this puts less emphasis on motors and nicads, requires the driver to drive flat out and leaves no room for driver error.

**The Pre-race Form Book**

The favourites before the meeting must have



**Derek Furantani puts 'La Spell' on Rick Vehlow.**

been Cliff Lett from USA, the current 4WD world champion and recent winner of the Losi Winter nationals. Craig Drescher another Reedy Associated driver whose recent impeccable form has impressed everyone in the UK. Rick Vehlow again from southern California, who was joint first in the 1991 worlds, was also expected to show his talent and be a front runner, with his new Traxxas car and Peak Performance power. Jurgen Lautenbach of LRP fame, a German off-road star, was expected to do well with his Schumacher cars. There was of course a whole host of British drivers who could do the business, including Jamie Booth, Kevin Moore, Mark Tatman, Ellis Stafford, Phil Davies and Rory Cull. Mike Reedy's each way bet must have been on his personal long term favourite Brian Kinwald, who to date has often shown his form but never quite taken the big title.

On paper the Americans should have had the edge in 2WD, as their racing is almost exclusively 2WD, four minutes on dirt track, whilst the Europeans race 4WD much more often and should have had the edge in this, even



bet, the new Schumacher BossCat the outsider due to its recent introduction and Stefan Kohlers home made car the real wild card.

**The Races**

The two wheel drive class saw Rick Vehlow take his Traxxas TRX1 for four victories and one second to gain the most victories in the class, shocking the RC10 groupies. This car features a double deck glassfibre chassis for extra rigidity which will, I am told, be available soon and a restyled bodyshell which is a slight improvement over the original steamrollered design. Joint second at the end of the 2WD proceedings was held by two world class Brits, Rory Cull and Kevin Moore only dropping two points each. Rory of course drove the ever impressive RC10 and Kevin was sporting the Schumacher Cougar II. The form book was further upset by the performances of Jamie Booth and Piet Goemans, both driving the Kyosho Triumph with success, which questions the sanity of the move by some UK Kyosho drivers to RC10s. There's no prizes for guessing who's likely to receive full factory support at the '93 worlds.

The 2WD races were of very high quality with no one driver dominating. The 2WD cars seem to negotiate the jumps and bumps better than the 4WD, which together with their elegant tail sliding cornering attitude, make them, for me, the best spectacle.

though dirt tracks are less popular over here.

On the subject of motors, Reedy and LRP drivers were common, with Tanaplan, Parma, Peak Performance and Corally all represented. The slick track and the four minute heats format took the usual emphasis away from the motors but all the manufacturers were eager to take the title.

Due to the demanding track the cars and the set-up used by the drivers would probably be the single most important factor. In 2WD the Associated RC10 must have been the favourite with the Losi JRXpro SE, Schumacher Cougar II and the Traxxas TRX1 in close second with the less popular Kyosho Triumph trailing some way behind. In fact several of the works Kyosho drivers in the UK have dropped their Triumphs in favour of trusty RC10s!! In the 4WD class the Yokomo Team car and the popular Lazer ZXR from Kyosho must have been considered the safe



**2WD Results**

	Name	Pts	Nat	Car	Motor	Cells	Controller
1	Rick Vehlow	49	US	Traxxas	P.P.	Orion	Novak
2	Kevin Moore	48	GB	Cougar II	LRP	Schumacher	LRP
	Rory Cull	48	GB	RC10	Reedy	Keil	Nosram
3	Brian Kinwald	47	US	RC10	Reedy	Reedy	Novak
4	Jurgen Lautenbach	46	D	Cougar II	LRP	LRP	LRP
5	Craig Drescher	44	GB	RC10	Reedy	Keil	Novak
6	Cliff Lett	43	US	RC10	Reedy	Reedy	Novak
7	Hikki Naulapaa	42	F	JRX II	LRP	LRP	LRP
	Jamie Booth	42	GB	Triumph	LRP	LRP	LRP
	Thomas Johansen	42	D	Cougar II	LRP	LRP	LRP
	Thomas Jeschek	42	D	Cougar II	LRP	LRP	LRP
8	Piet Goemans	41	B	Triumph	Corally	Galeforce	Corally
9	Alan Harman	38	GB	Tamiya	Parma	Tamiya	Tekin
	William Mitchem	38	GB	Cougar II	Tanaplan	Galeforce	Nosram
	Derek Furantani	38	US	Traxxas	P.P.	Orion	Novak





Rory Cull's 2WD RC10.



Derek Furatani's Traxxas.



Kevin Moore's Cougar II.



Craig Drescher's RC10.



Ellis Stafford's Parma powered 2WD Triumph.



Mark Neal's RC10.



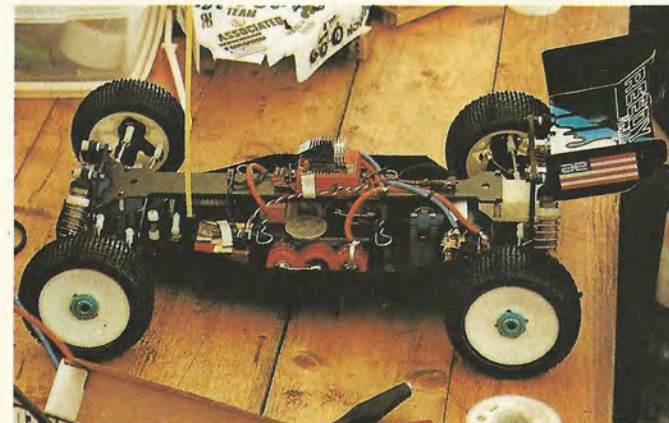
The most consistent 2WD car at the meeting, Rick Vehlow's Peak Performance powered Traxxas car.



Steve Haines' Top Force.



Rick Vehlow's Yokomo with centrally mounted ni-cads and glassfibre shock towers.



Brian Kinwald's maximum points scoring Yokomo. Note the SCR ni-cads, the extra PCB connected the Novak controller, the ballast to bring it up to weight and the controller heatsink through the windshield.



Ellis Stafford's Lazer ZXR featuring the Kyosho micro block tyres.



Rory Cull's Yokomo featuring the Nosram HI-freq. controller.



Craig Drescher's Yokomo.



Cliff Lett's Yokomo.



Derek Furatani's Yokomo.



Brian Kinwald's RC10.

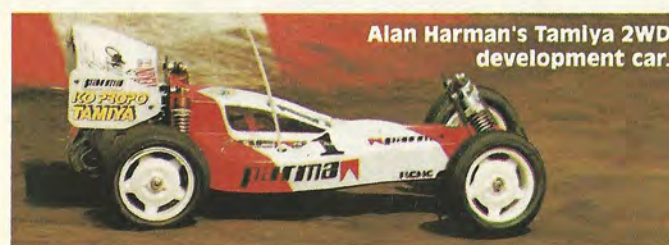


Thomas Jeschek's interesting 4WD car features torsion centre differential and unusual motor mounting position, all mounted in a home made carbon tub chassis.



Cliff Lett's RC10.

# ARE WE GO!



Alan Harman's Tamiya 2WD development car.

Rick Vehlow's Yokomo.



William Mitchum's Cougar II.

Darren Westmans, Mike Reedy's adopted son's BossCat.





## 4WD Results

	Name	Pts	Nat	Car	Motor	Cells	Controller
1	Cliff Lett	50	US	Yokomo	Reedy	Reedy	Novak
	Brian Kinwald	50	US	Yokomo	Reedy	Reedy	Novak
2	Craig Drescher	47	GB	Yokomo	Reedy	Keil	Novak
3	Rory Cull	45	GB	Yokomo	Reedy	Reedy	Nosram
4	Jurgen Lautenbach	44	D	BossCat	LRP	LRP	LRP
5	William Mitchum	43	GB	BossCat	Tanaplan	Galeforce	Nosram
	Derek Furatani	43	US	Yokomo	P.P.	Orion	Novak
6	Rick Vehlow	42	US	Yokomo	P.P.	Orion	Novak
	Ellis Stafford	42	GB	ZXR	Parma	Parma	Tekin
7	Allan Harman	41	GB	Top Force	Parma	Tamiya	Tekin
8	Mark Tatman	40	GB	Top Force	Reedy	Tamiya	Nosram
9	Jamie Booth	39	GB	ZXR	LRP	LRP	LRP
	Darren Westman	39	US	BossCat	Reedy	Reedy	Novak
10	Steve West	38	GB	ZXR	Parma	Parma	Tekin
	Hikki Naulapaa	38	F	Yokomo	LRP	LRP	LRP

The four wheel drive class was less open as the Yokomo cars seemed to have an advantage over the BossCat and the ZXR's off the stairs. The Americans Brian Kinwald and Cliff Lett dusted off their little used 4WD cars to show the Europeans how this class should be done, both achieving 5 wins for maximum points. Cliff Lett, the current world champ, showed his class by following Brian over the line in a very close fought battle to take second — his worst result in 4WD. The remaining drivers had to mop up the points left over by the two Yanks, Rory and Craig had the biggest sponges and skill, to put Reedy Yokomos in the first four places. Whilst the Yokomos were the happiest over the drop offs the BossCat, ZXR's and the Top Force were more than a match for the Yoko's in the turns. Jurgen Lautenbach and William Mitchum split the Yokomos with their impressive BossCat, whilst Ellis Stafford looked menacing when he wasn't being hit by interference. Other 4WD wins went to Allan Harman (nice man shame about the job) driving the Tamiya Top Force and the semi-sponsored Belgian champ Piet Goemans sporting the Corally powered ZXR.



**Craig Dreschers being chased hard by Ellis Stafford.**

Mention must also go to Thomas Johanson who showed well in the 2WD event but didn't compete in all the 4WD races due to ferry time tables and so could not realise his full potential. It was also interesting to see Darren Westman, Mike Reedy's adopted son, using a standard Schumacher BossCat rather than the heavily modified Yokomos used by his teammates.

### The Gear

Kyosho micro block tyres in soft compound often with foam inserts, were used by around 80% of the field, whilst Proline 'Fizzies' and Schumacher micro and mini sprites in green also found favour on this track where tyres were critical. Some drivers even found that wide tyres on the front worked well in 4WD.

All the motor manufacturers present could provide their drivers with the power required to win. Winds ranged from 9 turns to 14's and 15's. Reedy dominated 4WD and the overall results, whilst LRP, Tanaplan, Peak Performance, Corally and Parma were all present in the top half of the field. Of these, Corally motors are not normally associated with off-road in the UK but they proved their pedigree at this meeting when Piet performed a Mansell 'round the outside' manoeuvre on Phil Davies to take a win in 4WD. Sanyo 1400 SCR's, SCE's and Panasonics were all being used with success and duration was not a problem for most. In fact the only driver I saw dumping cells was Derek Furatani and he was using 'Las Panasonics'.

RC10s, BossCats and JRXpro SE's were all being used in standard trim other than cosmetic changes. Schumacher Cougar II drivers were testing revised steering geometry and weight distribution which seem to work well. The majority of the Kyosho ZXR drivers were running aftermarket front shock towers which offered a range of mounting points. The Yokomo Dogfighters were generally highly modified, sporting hand made shorter front wishbones and numerous other modifications. In fact finding standard items, other than the chassis, gearbox housings and wheels was very difficult.

**Brian Kinwald, the overall winner.**



### King Kinwald

Brian Kinwald's majestic driving style and consistency was very impressive — he earned his 97 points in style and deserved the win. There is little more I can say about this young star, other than he will probably win a world title if he can maintain this sort of form. The racing was truly exceptional and nothing could substitute being there to witness the numerous incidents and super human overtaking manoeuvres performed by the fast boys on the fast track.

## Overall Positions

	Pts	Nat	2WD	4WD
1	Brian Kinwald	US	RC10	Yokomo
2	Rory Cull	GB	RC10	Yokomo
3	Cliff Lett	US	RC10	Yokomo
4	Rick Vehlow	US	Traxxas	Yokomo
5	Craig Drescher	GB	RC10	Yokomo
6	Jurgen Lautenbach	D	Cougar II	BossCat
7	Kevin Moore	GB	Cougar II	BossCat
8	Heikki Naulapaa	F	JRXpro SE	Yokomo
9	William Mitchum	GB	Cougar II	BossCat
10	Jamie Booth	GB	Triumph	ZXR
11	Derek Furatani	US	Traxxas	Yokomo
12	Piet Goemans	B	Triumph	ZXR
13	Alan Harman	GB	Tamiya	Top Force
14	Mark Tatman	GB	Tamiya	Top Force
15	Darren Westman	US	RC10	BossCat
16	Thomas Jeschek	D	Cougar II	BossCat
17	Ellis Stafford	GB	Triumph	ZXR
18	Steve Haines	GB	Tamiya	Top Force
19	Phil Davies	GB	Cougar II	BossCat
20	Steve West	GB	RC10	ZXR
21	Guy De Weerd	B	Cougar II	BossCat
22	Luke Burley	GB	RC10	ZXR
23	Mark Neal	GB	RC10	Yokomo
24	Stefan Kohler	D	Cougar II	Scratch
25	Christian Keil	D	RC10	Yokomo
26	Thomas Johansen	D	Cougar II	BossCat
27	Lee Edwards	GB	JRXpro SE	Yokomo