

The venue for the race this year was the Hobby Haven Raceway, Livermore, San Francisco, which turned out to be the best indoor facility I have yet seen. There was a spacious pit area, fully fitted with permanent tables, plus a spares shop, snack bar, toilets and air conditioning! The racing surface was the usual damp soil, which is very easy to repair and is good to race on, making battery duration no problem at all, although, as the soil dried the qualifying times did get slower. This didn't effect the invited drivers in the Reedy Race, as these are run as straight races, scoring



Masami's Haven!

Masami Hirosaka has proven once again that he is the best off road R/C car racer in the world, taking another clean sweep at the latest Reedy race in the USA.

make up a lot of time on his opponents). Then a short straight and left to a triple jump which was of a perfect length. So it was up to the driver to decide which way to take it. Either to jump the first two and roll the third, or go for the three and take a chance. 90 degrees right, short straight, and right to a nice double jump, two left's and you were into what the American's call a keyhole turn. This was a 180 degree in the shape of a keyhole. Coming out of this was a drop off of about 30cm.

Then 180 degree left onto one of the most difficult obstacles I have seen, a double table top with a left onto the straight.

All change

After the first two days of practice Mike Reedy decided to change this part of the track as it was too troublesome and would spoil the racing. Even afterwards it required perfect judgement of speed and throttle control to jump over the first table top and land on the down ramp, to jump out over the second and land on the straight turning left.

During practice it was obvious we were in for some exciting racing, as it was so easy to make a mistake. As we went into the final day several drivers could be seen going really well.

JD Beckwith, who was one of the

points for positions. Each driver racing six four wheel, and six two wheel drive races, then the worst score from each class being dropped. One point for first, two points for second etc. so the driver with the lowest score would be the overall winner.

All new track...

A new track was laid down for the event, so none of the drivers would have too much of an unfair advantage. This turned out to be quite a spectacular raceway.

A long straight having a small hump half way down, which made the cars wheelie until they eased off for the first corner. This was a slightly banked left hander leading into a chicane with a second left. If the driver managed to get a perfect line through this section he could



local lad's, Brian Kinwald, Mark Pavidis and Kevin Moore all showing good form. Kevin's cars had looked good from the first time I saw them on the track, where as Masami Hirosaka's cars looked nothing special, but this was nothing unusual. I have witnessed many practice sessions where Masami seems to be struggling to get it right. At the end of four days full practice everyone appeared to be settling for the same tyres. In two wheel drive, Losi ribbed fronts and Losi 'X' pattern on the rear, with a change to Kyosho's Mirco Blocks on the rear as the track dried.

In four wheel drive, Kyosho Mirco Blocks all round was the most popular decision, with just a few preferring Losi 'X' patterns.

Into the racing

So it was into the two day's of racing, the reason for being there, it was a 9 o'clock start. The Americans really know how to get things going with the National Anthem and an RC racer's song, sung to the tune of 'Achey Breaky Heart' and a commentator who introduced the start of every race as though he were an American boxing compere bringing on the big fight. The whole atmosphere

reminded me of the spectacular way the American's promote sport. It certainly was something different

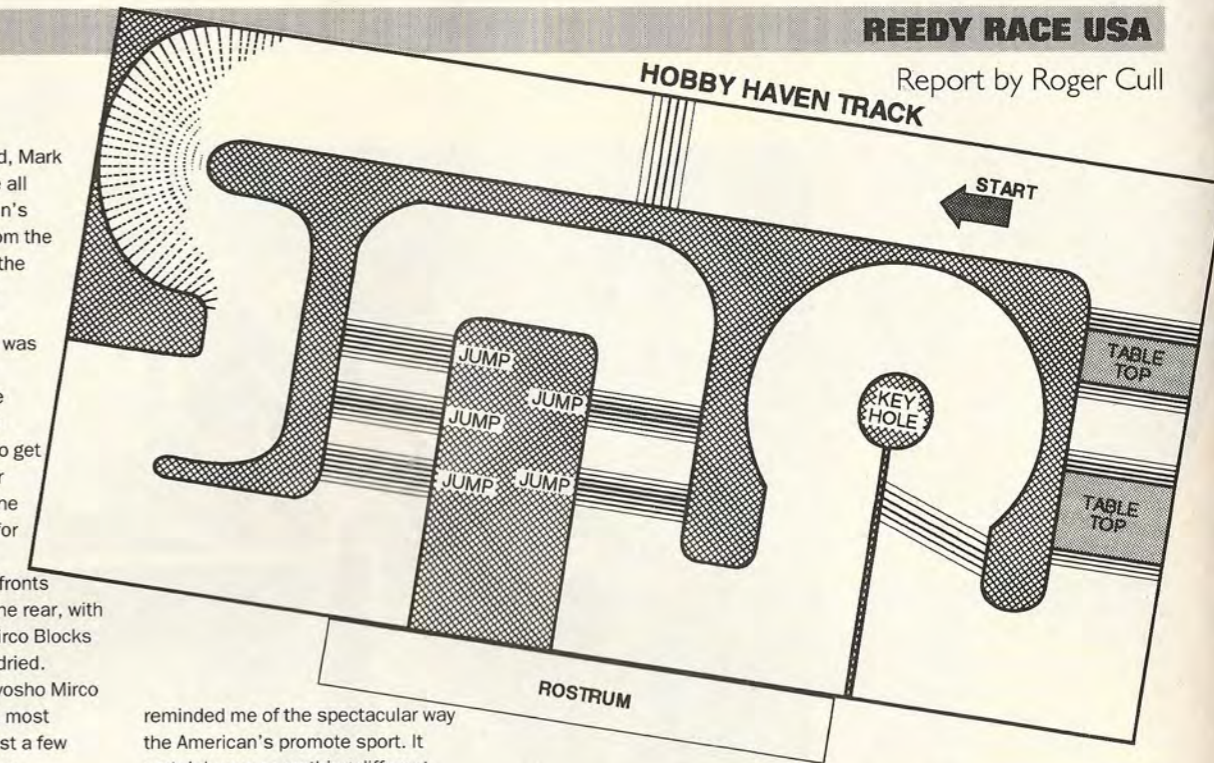
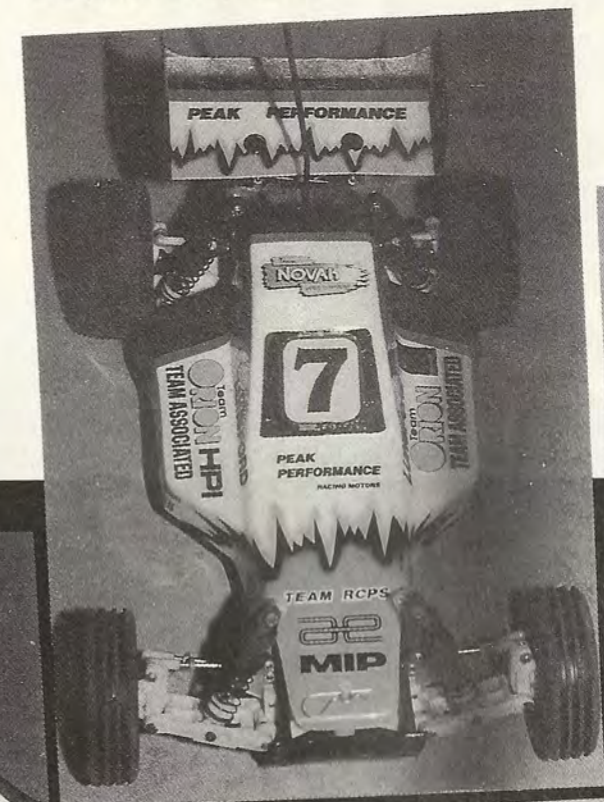


Diagram of the circuit that greeted the Reedy racers. Below; some of the machinery on show including far right; Top Brit Kevin Moore's Schumacher Bosscat.

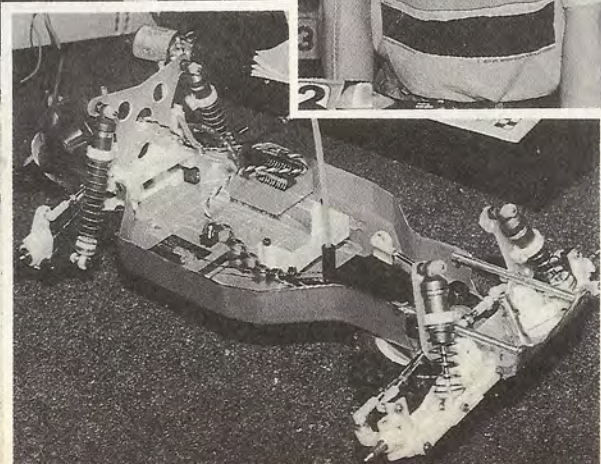
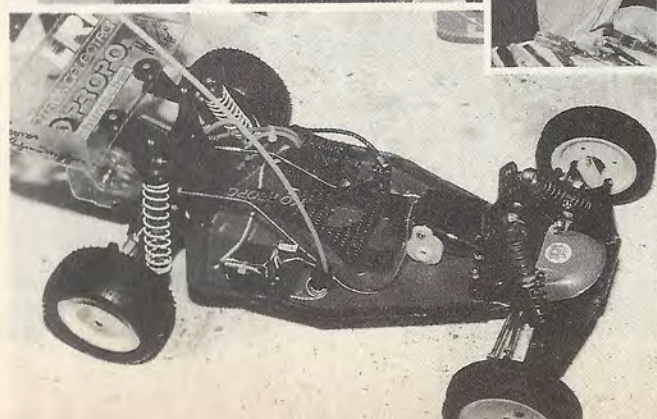
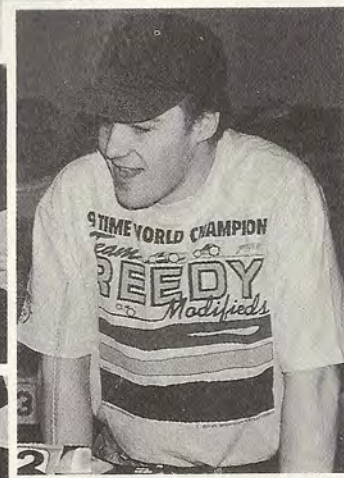
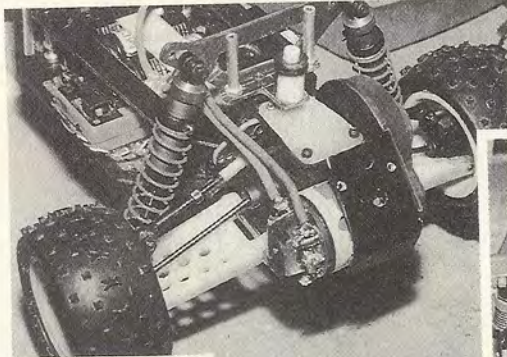


1:10 OFF ROAD

and without doubt kept everyone interested. At last the first two wheel drive invitation race was off the line, everybody in the place crowded around the track, and no one could of been disappointed with what they saw. The lead changed so many times I lost count, eventually ending up with a win for Daren Westman. Brett Wallace, Rick Hohwart and Masami took the wins in the other three first round races.

It was then the turn of the open class, so it was back to the pits for most invitation drivers to discuss what had gone wrong! Craig Drescher had had the best European result, coming second to Masami. After the second round was all over it was Matt Ledger ahead with three points, but a fourth place for Matt in the third round saw Masami take the overall lead with six points from three races.

Top right; Masami's winning RC10. Right; Jack Johnson with his prototype Losi 2WD. Below; Kevin Moore working hard on his Team Spec Cougar.



This round also gave the first win to a European Kevin Moore. Kevin followed this with a second place in round four. This put him into joint second overall with eleven points. Masami was leading with a score of eight.

After round five things were really getting close at the top with several drivers tied on points. Masami was still holding the top spot.

The overall positions always change a lot in the sixth round, because this is the time when the worst two wheel drive result is dropped from the overall points. So we had Masami up front with a score of nine, and five drivers trying for second place on eleven points. Kevin Moore who had been in second for several rounds relegated back to seventh with thirteen points.

With all the excitement of the first days racing over it was time for a get together and some food and drink supplied by Associated for all concerned.

Sunday morning, again was a nine o'clock start, and Masami looked to be on his way to overall victory, having two wins from his first two races. He won these with ease, even showing it was possible to jump the two table tops, although it proved to be slower to do so. Several of the drivers who had been in equal second place didn't have such a good start. Scott Anfinson had eighth and a sixth, and Cliff Lett, a fourth and sixth, putting them out of contention. Kevin Moore kept his hopes of a top three place alive with a first and fourth, followed by a second in round three. In the fourth round Masami could only manage a sixth place, so things at the top were really opened up. This meant he could not afford another bad result, and true to form he came through with a second and first giving him a grand total of seventeen points to claim the Championship and take his second title in this event during the last seven years.

JD Beckworth who had always been in contention came second with twenty one points, with Matt Ledger also on twenty one third.

In the open class Scott Hughes won both two wheel and four wheel also taking 'TQ' in both. He is a new sixteen year old, driving for Associated - where do they keep finding them?

As for the cars used the only new one in use was the Yokomo

Works 93, which performed pretty well considering everything, although a couple of the Americans preferred their old cars. All three British Yokomo drivers, Craig, Rory and Marc, were using it fairly standard, but they choose to use the less flexi 'CML' front arms. Masami just drove the standard car.

This was a brilliant meeting with a great friendly atmosphere, and in the main good sportsmanship, with one of the best displays of driving skills I have seen and some exceptionally close racing. In all of the forty eight races which took part in the invitation class, it was the exception to see a car being lapped. The only bad point that I can think of is the driving attitude of a couple of the American drivers. When they had caught the car in front of them it seemed, if they had not got the skill necessary to make a clean pass, they would simply take the car out. I am sure that Terry Wright (BRCA referee) would have marked their cards!



Top; Two of the Brits Marc Neale and Rory Cull. Left; Drescher, Hirohisa and Lett talk Yokomo.

results

POS	NAME	COUNTY	2WD	4WD	MOTOR	POINTS
1	MASAMIHIROSAKA	JAPAN	RC10	YOKOMO	REEDY	17
2	J.D.BECKWORTH	U.S.A.	RC10	YOKOMO	REEDY	21
3	MATLEDGER	U.S.A.	RC10	KYOSHO	REEDY	21
4	BRIANKINWALD	U.S.A.	RC10	YOKOMO	REEDY	25
5	BRENTWALLACE	U.S.A.	RC10	SCH	REEDY	25
6	KEVINMOORE	ENGLAND	SCH	SCH	LRP	26
7	MARKFRANCIS	U.S.A.	RC10	KYOSHO	REEDY	28
8	MARKPAVIDIS	U.S.A.	RC10	YOKOMO	REEDY	28
9	SCOTTROBERTS	U.S.A.	RC10	YOKOMO	PEAKP	29
10	CLIFFLETT	U.S.A.	RC10	YOKOMO	REEDY	29
11	MATFRANCIS	U.S.A.	RC10	SCH	REEDY	30
12	SATOSHIMAEZUMI	JAPAN	RC10	YOKOMO	ATLAS	33
13	SATOSHIKAYANO	JAPAN	RC10	YOKOMO	REEDY	35
14	CRAIGDRESCHER	ENGLAND	RC10	YOKOMO	REEDY	35
15	JACKJOHNSON	U.S.A.	LOSI	KYOSHO	TRINITY	36
16	SCOTTANFINSON	U.S.A.	RC10	YOKOMO	REEDY	40
17	DEREKFURUTANI	U.S.A.	RC10	YOKOMO	PEAKP	40
18	RICKHOHWART	U.S.A.	RC10	YOKOMO	PEAKP	42
19	RORYCULL	ENGLAND	RC10	YOKOMO	REEDY	43
20	JAYHALSEY	U.S.A.	LOSI	SCH	TRINITY	43
21	DARENWESTMAN	U.S.A.	RC10	SCH	REEDY	45
22	REECEBIRTLES	AUSTRALIA	RC10	YOKOMO	REEDY	48
23	BRYANPETERSEN	U.S.A.	LOSI	KYOSHO	TRINITY	48
24	JAMIEBOOTH	ENGLAND	KYOSHO	KYOSHO	LRP	49
25	JURGENLAUTENBACH	GERMANY	SCH	SCH	LRP	50
26	HIROSHISUZUKI	JAPAN	LOSI	YOKOMO	REEDY	50
27	KRISMOORE	U.S.A.	KYOSHO	KYOSHO	TWISTER	51
28	JONANTHONMORGAN	U.S.A.	RC10	SCH	REEDY	56
29	GILLOSJR	U.S.A.	LOSI	KYOSHO	TRINITY	56
30	MARCNEALE	ENGLAND	RC10	YOKOMO	REEDY	59