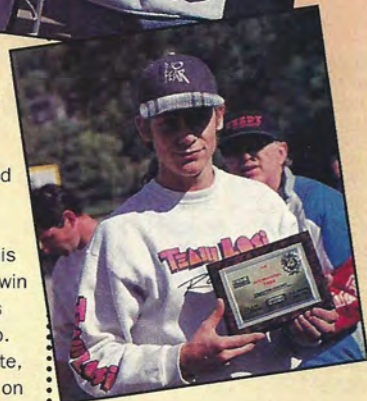


Take some of the best drivers in the World, add the man who makes the best motors in the World and mix with a large, well designed off road circuit and the result is the Reedy Race 1994 UK style...

Several of the world's top 1/10 Off Road buggy drivers gathered in Bradford on the May Bank Holiday weekend to contest the 1994 Reedy Invitational. Aire Valley Buggy Club hosted the event on their excellent dirt



track for the second time in 2 years and, as on the previous occasion, an American walked away with the winners trophy. Two years ago at Rawdon Meadows, Brian Kinwald who has now moved on from Associated/Reedy camp to pastures new with Losi, won this prestigious event. He rates his win at Aire Valley second only to his 1993 2WD World Championship. This time round his ex-team mate, Mark Pavidis, took the honours on the same track after a memorable series of hotly contested races which went down to the last race of the competition to find the overall

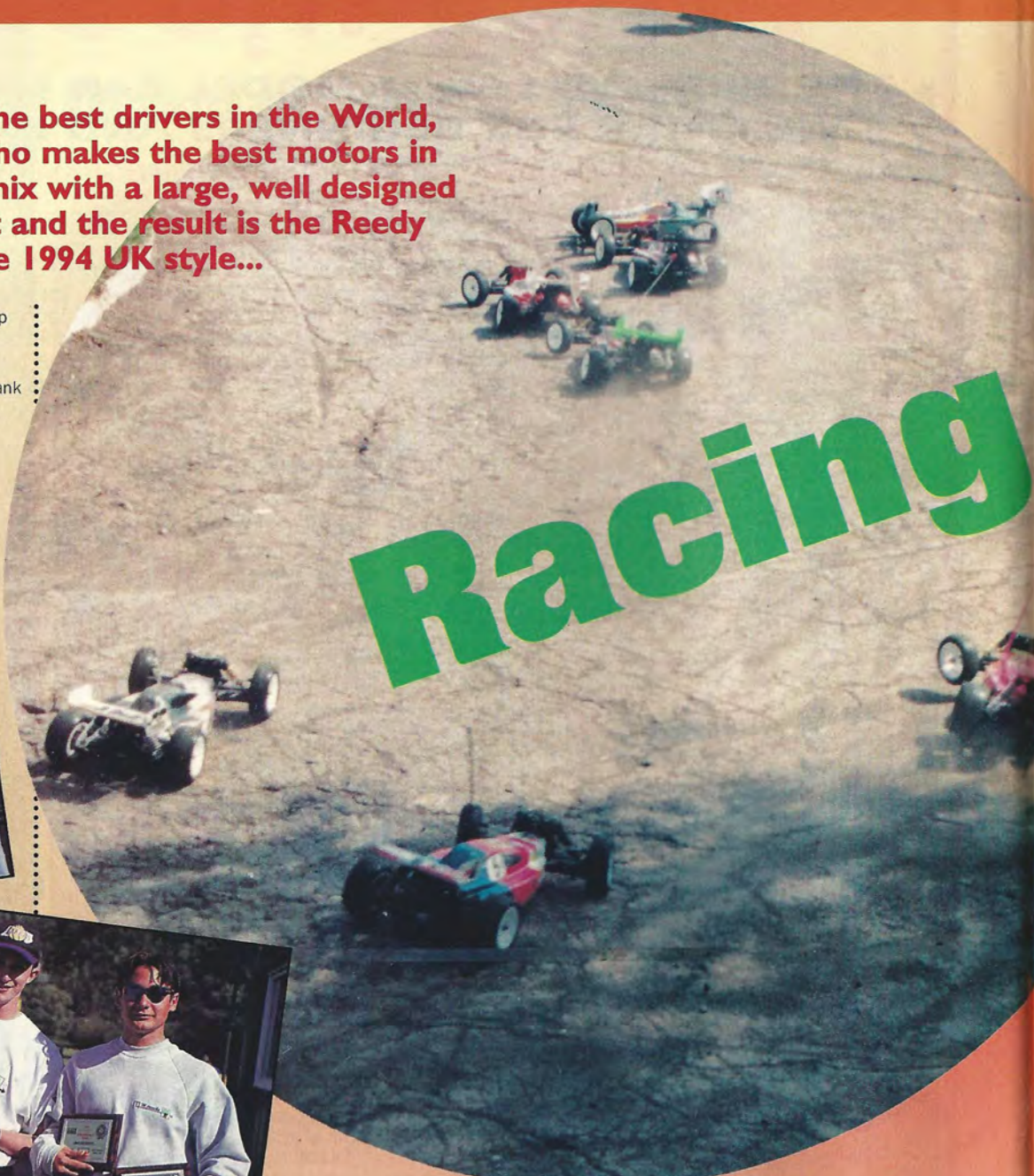


Winners from the Reedy including Mark Pavidis and Ian Kenningley. Above; After 2WD Richmond Rogers lead the event.

winner. British drivers, Craig Drescher, Kevin Moore and Richmond Rogers all came very close to stealing the glory but in some cases combinations of bad luck or poor preparation cost them dearly.

**UK or bust**

This year Mike Reedy was hoping to visit the European mainland rather than return to the UK - the event last year was held as a World Championship warm up at Basildon and he wanted to "spread the word" into Europe rather than have the meeting in England for the 3rd year in



# Racing for Reedy

succession. The size of the proposed venue in Belgium was not thought to be adequate so Aire Valley were asked, at the eleventh hour, to stage the 1994 Invitational meeting. With only 8 weeks to complete the task of organising the meeting and preparing their track, the club had much work to do. The track required major renovation work. The work was completed in record time as 2 inches of topsoil - over a 130 x 3 yards track surface - was laid, sculptured and rolled - this time without using oil to bind the surface. The track held up remarkably well for 4 days without any deterioration. A fact which contributed to produce racing of the highest quality. The meeting as a whole was a credit to the organisers and Mike, who is probably the foremost authority in the World in terms of 1/10 Off Road, was pleased with the quality of the track and hospitality of the hosts.

**Reedy Format**

Reedy Invitational race meetings are unique. A group of invited drivers - 27 normally in number - at Aire Valley the number was 24 - from around the globe (in this case actually from California and many parts of Europe) are invited together to race each other in a spectacle of 1/10 Off Road Buggy Racing giving this event truly international status. The main sponsors for the event are Associated and to give a measure of the quality of drivers present - 5, who had made the 1993 World Championship "A" Finals were amongst those taking part! There's no qualifying - these 24 drivers raced against each other in a series of 4 minute races, firstly with their 2WD and then 4WD cars scoring points - 10

points for a win, 9 for a second and so on..... Each driver has 12 races in total - 6 with each car - dropping the worst result in each class, so ten results count. The opposition changes around so there's no easy races. All the drivers face each other several times. The combined points total from both classes is calculated to find the best driver. Reliability and good starts are two important factors which can decide the outcome - ask Dave Bailey, he was annihilated in most of the starts and Craig Drescher could have won but for a loose pinion and a Associated ball cap!

banked sweeper, from then on, a series of "assault-course" posers makes sure the drivers are kept wide awake! The right-hander after the sweeper leads to a hairpin bend which precedes a massive jump. Taking the jump needs skill to get it right every lap as the cars then have to negotiate a tight right hand bend which immediately follows. Next comes 2 sets of speed humps interrupted by a flowing left-hander. These speed humps are set in 2 rows of 3 stretching across the track like sleeping policemen to arrest the progress of many a good run. Only Mark Pavidis could clear safely - every one else that tried it was driving on a knife-edge. Here Mark gained a major psychological advantage when others attempting this manoeuvre lost out. The difficult-to-master speed humps



**Track Matters.....**

Aire Valley have an excellent dirt track containing a number of features which test the set-up capabilities of cars and the skill of their drivers. The cars travel quickest down the long, uneven straight and around a left-hand



caused much dismay on another count also - unfortunately they are slap in the centre of the race



When results count the racing can become more than close! Here an invited class race gets tight...



circuit making this the hardest part to marshal.

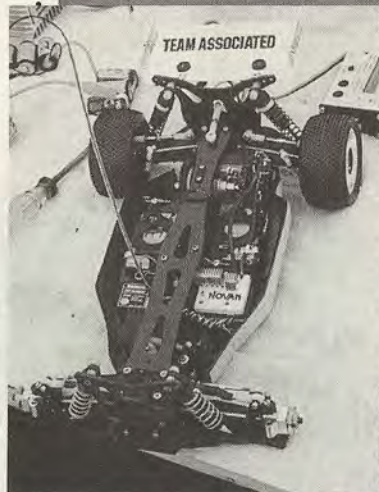
Next came an hairpin which gave way to S-bends on the far side of the track. The race area at Aire Valley is very wide, by far the widest I've ever seen and although the rostrum is of skyscraper proportions drivers are still a long way from the cars when they are on the far side of the circuit. A chicane comes next to leave the cars approaching a double hairpin and then back onto the straight. The track helped to produce some excellent racing over the 4-day event even though the dirt surface was very dusty. The lack of grip, especially on a circuit which has very complex features, was the only criticism of the track I heard. Several respected commentators - including the great man himself - would have preferred the track damp. I'm sure this would have improved the quality of the racing even further.

### Practice

Practice for the Reedy Invited drivers began on Friday and stretched through Saturday. During Saturday pm the 2WD Open event began. The Reedy races would take place Sunday (2WD) and holiday Monday (4WD). Race Director, Gordon "I'm in Charge" Moore upset a few competitors by periodically altering the track layout during the early part of the practice sessions. He took the usual slugging received by Race Directors in good spirit (I think it's the thick skin) and continued undeterred.

### Tyre Choices...

Tyres, as always, are the critical factor on dirt tracks. Virtually every



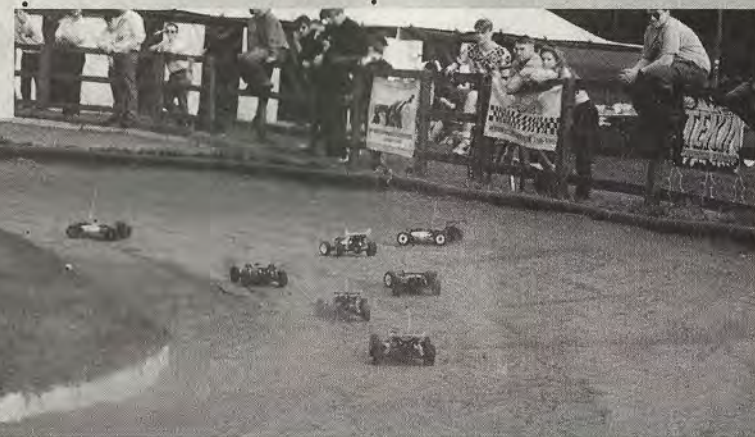
brand of soft tyres were used from Schumacher BIBX to Kyosho Micro blocks during the practice sessions. The general consensus of opinion favoured Proline XTR compound flat "fuzzies" or Losi "Golds" - if you could get your hands on some! Masses of tyres were used by the Schumacher team in practice - so many that they were running out of Prolines when the event proper commenced. I heard several moans about the amount of practice available; thoughts that the event could have been shortened by at least a day, just proved that there's a fine balance between enough practice and too much! Perhaps if the weather had been more "interfering" the drivers would have welcomed the extra time?

The weather, however, remained kind throughout the Reedy meeting being pleasant rather than sunny - the Californians, though, thought

we were in the depths of winter and dressed accordingly!

### The 2WD Races

The 18 heats in the 2WD race series were split into 6 sets of 3 races. These were run in conjunction with an open 2WD race meeting - with 6 qualifying rounds



taking place in the usual manner.

Most of the invited drivers were using Proline flat "fuzzies" or Losi "Gold" Minipin in practice on their 2WD cars and by the time heat 1 was on the line Losi "Gold" on the rear and either Losi 3 or 4 row ribbed "Gold"s for the front. It was soon evident that Pavidis' RC10 would do well here. Mark was using the Associated World Championships car released after its success at the 1993 championships. The new car has a lighter but stronger chassis, stiffer wishbones, new steering parts and

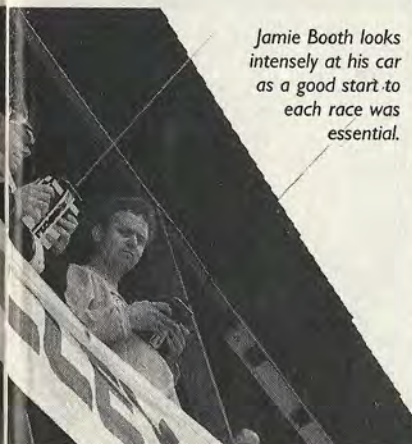


carbon fibre shock towers. He beat Kevin Moore in the first race of the round then it was the turn

of Parma/Losi sponsored driver, Richmond Rogers, in heat 2 - he finished in front of German, Patrick Feschtschento with Jamie Booth's Schumacher Cougar 2000 third. Jamie, along with the other Schumacher Team drivers, was using a new chassis on the Cougar 2000 and the newly launched SACS system developed by Schumacher. The cells are moved further forward in this new look car

and the active caster system, used in conjunction with swept back wishbones, is said to improve the steering response and also give greater stability.

The Associated RC10, driven by Craig Drescher, beat team mate Marc Neale to complete the final race of the first series of Reedy 2WD races. The Losi XX's of Ellis Stafford and Richmond Rogers looked well suited to this track and these continued to press the Associated drivers by winning 2 of the 3 heats in the next round of races. Mark Pavidis, using a



Jamie Booth looks intently at his car as a good start to each race was essential.

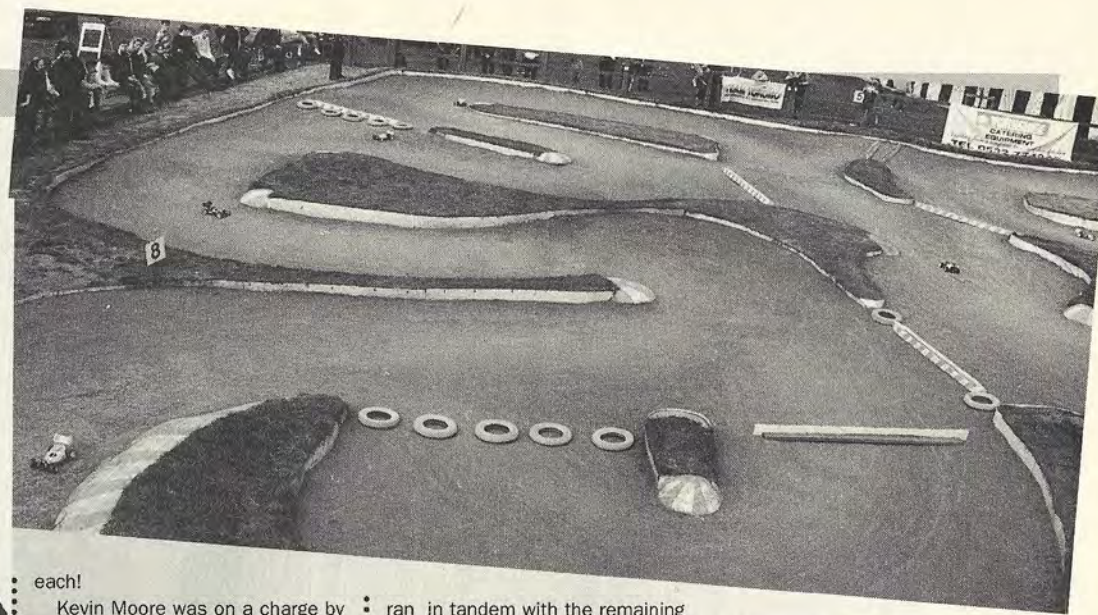
Reedy Sonic 12x4 motor, completed his second win to be on a maximum points total along with Richmond with 6 of the 18 heats completed.

### Interference

A number of drivers had experienced interference problems during the practice sessions and were still cursed with the problem during the racing proper. It seems the old ghost at Aire Valley won't lie down! Perhaps the high rostrum doesn't help although it was noticeable that only certain drivers suffer on this track...William Mitcham is one of these - he changed just about every electrical component in the car to become interference free! No such luck for Darren Styles (racing in the Open event) he was afflicted all the way through the meeting and was ready to throw himself in the River Aire by the third day!

Halfway stage in the 2WD Invitational had seen another win for Pavidis and the first success for Kevin Moore's Losi. A Schumacher driver broke the dominance of the Associated and Losi cars when Matt Needham just pipped Marc Neale to take the 9th race. Marc Neale was having an excellent meeting - his RC10 looking very competitive, as did his Cat 2000!

Already a pattern was developing with Mark Pavidis, Craig Drescher, Richmond Rogers and Kevin Moore looking the guys to beat and in the following set of races another win for Craig's RC10 gave him 35 points out of a possible 40 - the same total as Kevin Moore. Mark Pavidis and Richmond with successes in this round also were now joint leaders on 39 points



each!

Kevin Moore was on a charge by this stage finishing in front of team mate Jurgen Lautenbach to score a maximum 10 points with his LRP-powered Losi XX in heat 12 and then Steven Harris' Losi XX took the next race from Alan Harman's RC10. Craig Drescher kept up the pressure on the leaders with another win which completed 5 of the six 2WD rounds. Remember, each driver's worst result is dropped and in this round Mark Pavidis could only manage a 5th place in his race. Richmond Rogers' Losi XX continued to shine and Richmond picked up another win in his final 2WD race This gave him in overall lead at the end of the 2WD competition with 49 from a possible 50 points. Richmond drove brilliantly in this 2WD section with his car looking spot-on on this bumpy and slippery surface and, in the 2 heats when he and Mark Pavidis raced against each other the honours were shared. Mark Pavidis was in second place but lap times showed he was undoubtedly the quickest around the circuit.

### Leading 2WD Results

Name	Country	Points
1. Richmond Rogers	UK	49
2. Craig Drescher	UK	48
3. Mark Pavidis	USA	48
4. Kevin Moore	UK	46
5. Ellis Stafford	UK	42
6. William Mitcham	UK	42
7. Marc Neale	UK	39
8. Matt Needham	UK	37
9. Ben Sturham	UK	37
10. Alan Harman	UK	36

### All on 4s

The 4WD races began Monday morning and

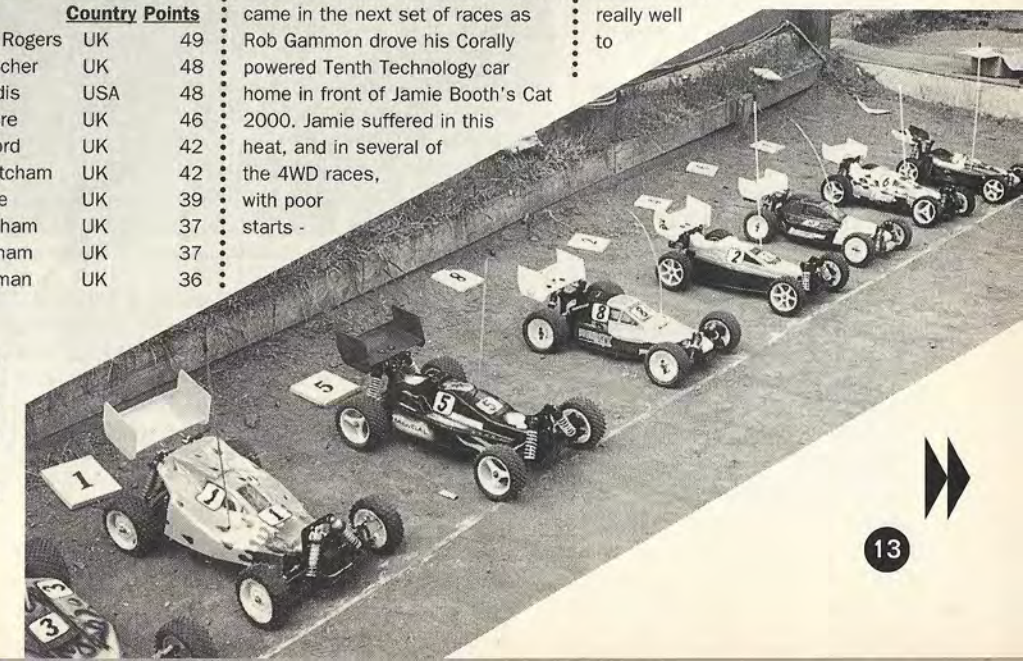
ran in tandem with the remaining qualifying rounds and finals in the 4WD open event. The early winners in this first 4WD round of heats were Kevin Moore, Mark Pavidis and Steven Harris. The track had been lengthened slightly for the 4WD section of the Invitational and this time drivers had settled for either Losi "Gold" minipins or Proline flat "fuzzies". Either tyre compound worked pretty well in the hard and dusty conditions. Kevin Moore was using the Losi tyres on his Tenth Technology "Predator" car which looked to be set-up brilliantly. He won the 1st race and then Mark Pavidis, racing a Yokomo ZX10 and using the "fuzzies" all round, came home in first in the second in a time 13 seconds slower than the Predator drivers. Steven Harris' Yokomo was slower still but it's first over the finished line that counts, not the time! Steven was running Losi "Gold" tyres all round and had a Parma 11x1 motor on board to win race 3. Craig Drescher's Cat 2000 had led this heat and looked to have the win sown up - then a motor pinion came loose - and he finished last!

Another success for the Predator came in the next set of races as Rob Gammon drove his Corally powered Tenth Technology car home in front of Jamie Booth's Cat 2000. Jamie suffered in this heat, and in several of the 4WD races, with poor starts -

spoiling his chances of making the top three. 2 Reedy drivers, Craig Drescher and Mark Pavidis, both had to work hard to beat William Mitcham and Jurgen Lautenbach respectively to win the next couple of races. Win they did, and now, with 4 races left, these 2 and Kevin Moore were favourites to win the event. In the 3rd round of Reedy 4WD races Kevin Moore strengthened his chances by beating Craig Drescher and then Matthew Needham got into the act to win race number 8. This was a little purple patch for Schumacher as another Cat 2000, driven by William Mitcham, continued his team mates success to win the following race in front of Predator driver, Patrick Feschtschento. Mark Pavidis was 3rd in this race and with 3 races left for each driver the leading points tally was as follows:

Mark Pavidis	70
Craig Drescher	67
Kevin Moore	67
William Mitcham	64
Ellis Stafford	57

Kevin Moore closed the gap by winning the next race with his LRP powered Predator and then Mark Pavidis drove really well to

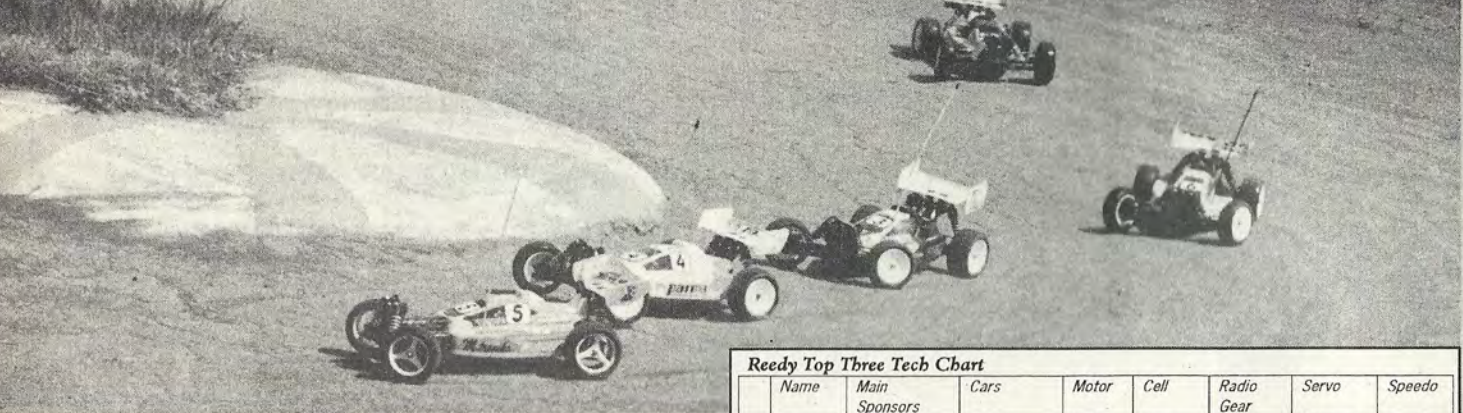




beat Guy De Weerd in the following run. Craig Drescher was extremely quick to take the next race from Richmond Rogers and then Alan Harman came home after a tense scrap with Steven Harris and Gian Carlo Zanfi. In the final set of races Ellis Stafford won the 16th heat and with 2 remaining Kevin Moore completed his 4th win from 6 starts to take 48 out of a possible 50 in the 4WD series. The final race of the event was won by American Scott Hughes with the quickest time seen all day. Scott had a poor meeting by

### Reedy Invitational Results

Name	Country	2WD Points	4WD Points	Points Total
1. Mark Pavidis	USA	48	47	95
2. Kevin Moore	UK	46	48	94
3. Craig Drescher	UK	48	46	94
4. William Mitcham	UK	42	44	86
5. Ellis Stafford	UK	42	43	85
6. Richmond Rogers	UK	49	30	79
7. Alan Harman	UK	36	38	74
8. Jamie Booth	UK	33	40	73
9. Patrick Feschtschento	Germany	34	39	73
10. Marc Neale	UK	39	33	72
11. Jurgen Lautenbach	Germany	32	40	72
12. Matthew Needham	UK	37	34	71
13. Steven Harris	UK	30	39	69
14. Scott Hughes	USA	35	33	68
15. Guy De Weerd	Belgium	33	33	66
16. Andy Shaw	UK	31	35	66
17. Ben Sturham	UK	37	29	66
18. Rob Gammon	UK	35	28	63
19. David Bailey	UK	28	31	59
20. Jurgen Bonengel	Germany	25	32	57
21. Gian Carlo Zanfi	Italy	28	28	56
22. Mannie Panesar	UK	26	25	51
23. Fabian Gourmet	Belgium	21	29	50
24. Michael Gaul	Germany	24	22	46



his standards but was still smiling. Team mate Mark Pavidis had added 4 wins to the 3 scored in the 2WD class - tremendous driving to score 7 wins of a total of 12 runs. This consistency won him the event. Craig Drescher suffered when a ball cap popped on the steering in his final run relegating him to finish 4th when a win or 2nd place looked on. He finished on 94 points - 1 behind Mark and level with Kevin Moore - nonchalantly reflecting on what might have been.... Kevin Moore, finishing on equal points total to Craig Drescher, was awarded 2nd place because he had 6 wins to Craig's 5.

### Good racing a must

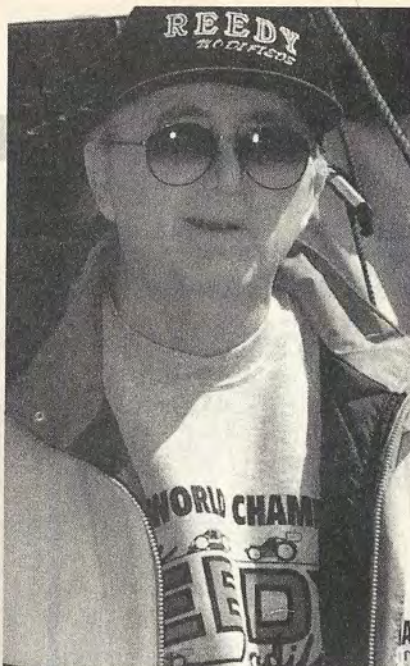
The racing had been 1st class from the Invited drivers and the open events too - making the Reedy Invitational a weekend to remember. The banquet held on the Saturday evening had been praised by everyone who attended and I know that all the visitors to the UK like the way we go about our racing here! Socially too, it was great. Mark Pavidis enjoyed himself on the track and off it too, I hear! He tells me he is keen to return. One thing which did not go down well was the fact that trophies were presented to the individual

Name	Main Sponsors	Cars	Motor	Cell	Radio Gear	Servo	Speedo
1. Mark Pavidis	Associated Reedy Novak Yokomo Airtronics Proline	RC10 (W/Champs Spec)	Reedy 11x4 12x4	Reedy Sanyo SCRC	Airtronics CSP2	Airtronics 94737	Novak 410HPC
2. Kevin Moore	Tenth Technology LRP KO Lunsford Team Losi	Losi XX Predator	LRP Magic Mk 3	LRP Parma Sanyo SCRC	KO Esprit 2	KO 1001	LRP Mk 3
3. Craig Drescher	Associated Reedy Keil KO RCMC Novak Proline Schumacher	RC10 Cat 2000	Reedy 12x2 13x2	Keil Sanyo SCRC	KO Esprit 2	Airtronics 94737	Novak 410HPC

winners of each class. Mike Reedy was unhappy with separate trophies - he pointed out that it was a combined event with one overall winner! A minor point - didn't some idiot say it's the taking part not the winning that counts....

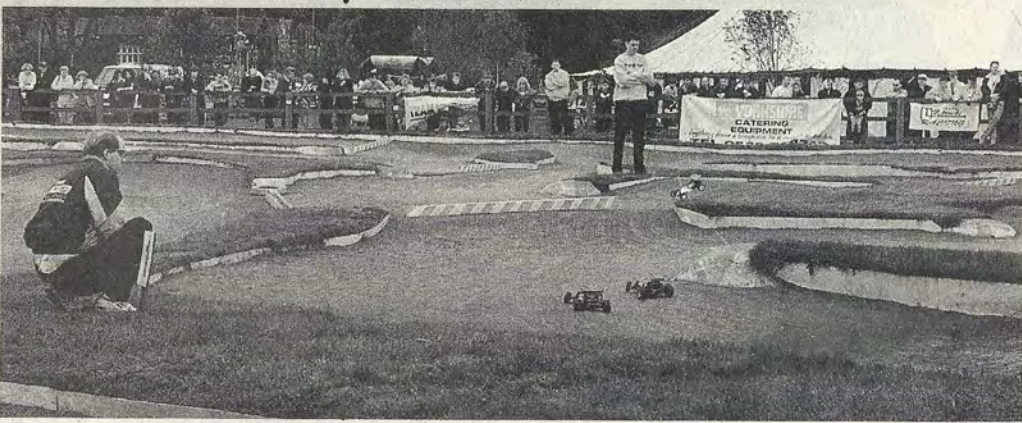
**The Reedy Open Meetings.**

Open meetings in both 2 & 4WD classes, ran in conjunction with



The man himself, Mike Reedy brought his unique race format to the UK once again in conjunction with the Aire Valley Club.

the main events, were poorly attended by usual standards. In the 2WD open meeting Schumacher Cougar 2000s and Losi XXs dominated the qualifying with hardly an RC10 to be seen. Ian Kenningley, Schumacher and M'Troniks sponsored, driving the Cougar put up the quickest qualifying time. Ian drove consistently throughout and after 6 rounds of heats was in pole position on the grid with a time of 8 laps in 248.66 seconds, just in front of Paul Kemp's Losi XX. Both these local drivers looked a force to be reckoned with on their home track although Stephen Lawson and Karl Marsden's Cougar 2000s looked good enough to threaten the front 2 in the finals. The finals



proved to be excellent races with Schumacher Cougars coming out on top on most occasions. The "A" Final saw a scrap develop between 2 Schumacher cars and the Losi XX, driven by Daniel Marson. Pole man Ian Kenningley though under pressure took the win from Stephen Lawson with Daniel

# tech charts

### QUALIFYING POSITIONS Meeting: REEDY 4WD Open Event

NAME	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	Gear Ratio	Tune-ups
1 Ian Kenningley	M'Troniks MG Schumacher FibreLite ModelSport	Cat 2000	MG 10 x 1	M'Troniks SCRC EXCell	M'Troniks SM800 HF Turbo	Futaba FF3	KO PS 700	Proline #125 XTR	Proline #803 XTR	11.5:1	
2 Jonathan Clarke	M'Troniks MG ModelSport	Yokomo YZ 10	MG 11 x 1	M'Troniks SCRC EXCell	M'Troniks SM800 HF Turbo	Futaba FF3	KO 1001	Proline #803	Proline #803	8:18	
3 Karl Marsden	M'Troniks Schumacher Merage Team Racing	Cat 2000	Corally 10 x 4	Orion SCRC	M'Troniks SM800 HF Turbo	Savva Gemini	KO 1001	Proline #803	Proline #803	11.18:1	Elite Lyte Chassis
4 Daniel Marson	Novam AGR	Yokomo YZ 10	AGR 10 x 3	RCP SCRC	Novam 410 HPC	Novam Dominator	KO 1001	Yokomo TR 395	Yokomo TR 395	8:16	Alloy Rear Tens Housing base/Vision Base Pfluka
5 Stephen Lawson	Schumacher Parma Motorsport	Cat 2000	Parma Team Spec 10 x 3	Parma SCRC	Novak 410 HPC	Futaba FF3	KO 1001	Proline #135	Proline #803	16:89	
6 Damien Stephenson	M'Troniks Trinity ModelSport	Cat 2000	Trinity 11 x 3	Team Orion SCRC	M'Troniks SM800 HF Turbo	Futaba FF3	KO 1001	Proline #125 XTR	Proline #806 XTR	11.5:1	
7 Jon Leonard	CML Assoc. Racecraft Tekin RCMC	Yokomo YZ 10	Ready Some	CML Futaba, SCRC	Tekin 411 G2	JR Apex	KO 1001	Proline #803	Proline #803	17:86	Assed Stockes Davies Steering
8 Paul Kenningley	M'Troniks	Cat 2000	MG 11 x 1	M'Troniks SCRC EXCell	M'Troniks SM800 HF Turbo	Savva Gemini	KO 1001	Proline #135	Proline #803 XTR	10:8:1	
9 Simon Kemp	M'Troniks MG CML Merage	Yokomo YZ 10	Corally 11 x 2	M'Troniks SCRC EXCell	M'Troniks SM800 HF Turbo	Futaba FF3	KO 1001	Losi Minipia Gold	Proline #803	10:26:1	
10 Paul Kemp	M'Troniks ModelSport Team Losi	Yokomo YZ 10	Corally 11 x 2	M'Troniks SCRC	M'Troniks SM800 HF Turbo	Futaba FF3	KO 1001	Proline Stables	Proline Shabbas	10:1	Titanium Drifts

### QUALIFYING POSITIONS Meeting: Reedy 2wd Open Event

NAME	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	Gear Ratio	Tune-ups
1 Ian Kenningley	M'Troniks MG Schumacher FibreLite ModelSport	Cougar 2000	MG 10 x 1	M'Troniks EX Cell SCRC	M'Troniks SM800 HF Turbo	Futaba FF3	KO PS 700	Losi 3 Rab Gold	Proline #803		Hydra drive S.A.C.S. Active Center
2 Paul Kemp	M'Troniks ModelSport Team Losi	Losi XX	Corally 11 x 2	M'Troniks EX Cell SCRC	M'Troniks SM800 HF Turbo	Futaba FF3	KO 1001	Losi 4 Rab Gold	Proline #803		
3 Karl Marsden	M'Troniks Schumacher Merage Team Racing	Cougar 2000	Corally 11 x 3	Orion SCRC	M'Troniks SM800 HF Turbo	Savva Gemini	Savva Gemini	Losi 3 Rab Gold	Proline #803		S.A.C.S. Active Center
4 Stephen Lawson	Schumacher Parma Motorsport Merage	Cougar 2000	Parma Team Spec 13 x 2	Parma SCRC	Novak 410 HPC	Futaba FF3	KO 1001	Losi 3 Rab Gold	Losi Mini Pin Gold		S.A.C.S. Active Center
5 Daniel Marson	Novam AGR	Losi XX	AGR 10 x 3	RCP SCRC	Novam 410 HPC	Novam Dominator	KO 1001	Proline Ribs	Proline #803		Hydra Drive
6 Stephen Rothery	Schumacher Stockton Mills M'Troniks MG	Cougar 2000	MG 11 x 1		M'Troniks SM800 HF Turbo	Savva Gemini	KO 1001	Losi 3 Rab Gold	Proline #803		
7 Darren Styles	Schumacher M'Troniks MG Galaxy Models	Cougar 2000	MG 11 x 3		M'Troniks SM800 HF Turbo	KO Esprit 2	KO 1001	Losi 3 Rab Gold	Losi Gold Stud		Hydra drive S.A.C.S. Active Center
8 Dave Durrant	M'Troniks ModelSport	Losi XX	MG 11 x 1		M'Troniks SM800 HF Turbo	KO Esprit 2	KO 1001	#803 Staggered Ribs	Losi Mini Pin Gold		
9 Mark Durrant		Losi XX	Corally 12 x 3		Tekin 411 G2	KO Esprit 2	KO 1001	Associated TQ 71	Proline #803		
10 Jonathan Clarke	M'Troniks ModelSport MG	Losi XX	MG 11 x 1	M'Troniks EX Cell SCRC	M'Troniks SM800 HF Turbo	Futaba FF3	KO 1001	Losi 3 Rab Gold	Proline #803		

his chances of the Open win. Daniel Marson, came second in the final with his AGR powered YZ10 but it was Ian Kenningley with a commanding lead when crossing the finishing line to record a double success over the weekend. He was rewarded for his efforts by Mike Reedy who gave him a new Reedy Sonic motor. In third place was Karl Marsden, who had driven consistently well, qualifying 3rd in both classes. Reedy Open Event Results Below

2WD	4WD
1. Ian Kenningley	1. Ian Kenningley
2. Stephen Lawson	2. Daniel Marson
3. Daniel Marson	3. Karl Marsden
"B" Final Winner	"B" Final Winner
Jon Leonard	Stephen Rothery
"C" Final Winner	"C" Final Winner
Matthew Hibbert	Robert Stillion