

# Model Motor Racing

## NEWS

### Romsey Spring International

If anyone was in doubt that the track conditions at the 1987 World Championships in Romsey would be tough then this International taster was proof enough. Three days of hard competition tested drivers and their equipment to the limit and left those drivers who will be returning in August with some serious head-scratching over the next few months.

Qualifying ran well and finally the top ten drivers were revealed and it was time for the first of the three finals.

The first A-final provided a shock to British hopes as the only foreign driver out of the ten, Gil Losi Jnr. from America,

took advantage of everyone else's bad start and first lap interaction to grab the lead and run off with maximum/minimum points. In this he was aided by Pete Stevens and Andy Dobson who fought each other for second place allowing Gil to stretch a lead in the middle part of the race.

However when the edge started going off his Ni-Cads the Parma due gradually began to reel him in. The gap at the end came down to three seconds with Pete Stevens in second and Andy Dobson third. The second A-Final found Glyn Pegler entering the equation when he managed to turn his pole position on the start grid to good advantage and drove a faultless race to record another 16 lapper. In doing so he kept British hopes alive of a home win although it looked more and more that the trophy would be

going back over the Atlantic when Gil Losi came in second. So, as in all good stories the outcome was down to the third final although I doubt that Gil or Glyn would have had it that way out of choice. In fact the only drivers in with a chance of winning were those two plus Pete Stevens. The reason behind Gil Losi's obvious power boost was of course Mike Reedy who, in an attempt to keep the RCP 'Yokomo' travelling for the full five minutes was breaking down Ni-Cad packs destined for the Associated team drivers at the 1/12th scale Eurochamps a week later.

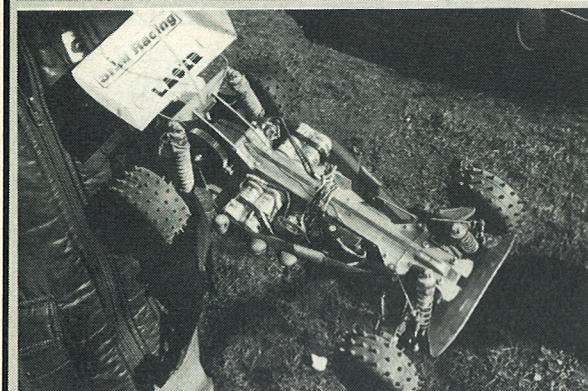
The third and last A-Final contained one of the best displays of driving ever likely to be seen on a British circuit. Glyn Pegler got the start again whilst Gil Losi got tied up behind to emerge in fourth position behind Pete Stevens.

Andy Dobson had slipped into second to shadow Glyn for the next five minutes. Knowing that he couldn't win Andy elected to stay behind Glyn and escort his long-time friend home to a win. Pete Stevens by battling for third took care of Gil Losi so Glyn was home and dry.

The tension was almost unbearable as all eyes watched Glyn's car round the track. A mistake would be disastrous but if he had crashed it wouldn't have been surprising to see Andy turn round and put him back on the track.

So victory for Glyn Pegler which has to be one of the most popular wins for some time. As a trial run for the World Championships the 'Reedy International' turned out to be relatively problem free — track excluded.

The latter we are assured will be sorted out before August.



Top: the 'A' Finalists await the start of the first leg. Middle: Glyn's winning Schumacher 'CAT'. Bottom: Andy Dobson receives his third place trophy from Mike Reedy. Opposite page: the 'A' Finalists just before the final leg.

#### A-Main Final — 1st Leg

1. G. Losi Jnr.	USA	15 laps in 5 mins.	2.06 secs	10 points
2. P. Stevens	England	15 laps in 5 mins.	5.10 secs	9 points
3. A. Dobson	England	15 laps in 5 mins.	5.21 secs	8 points
4. G. Pegler	England	15 laps in 5 mins.	8.80 secs	7 points
5. P. Davis	England	15 laps in 5 mins.	10.51 secs	6 points
6. R. Schumacher	England	15 laps in 5 mins.	17.70 secs	5 points
7. T. Walden	England	14 laps in 5 mins.	0.58 secs	4 points
8. M. Stevenson	England	14 laps in 5 mins.	17.03 secs	3 points
9. S. Lillywhite	England	14 laps in 5 mins.	17.16 secs	2 points
10. R. Cull	England	13 laps in 5 mins.	16.38 secs	1 point

#### A-Main Final — 2nd Leg

1. G. Pegler	England	16 laps in 5 mins.	18.46 secs	10 points
2. G. Losi Jnr.	USA	15 laps in 5 mins.	0.31 secs	9 points
3. A. Dobson	England	15 laps in 5 mins.	1.73 secs	8 points
4. P. Davis	England	15 laps in 5 mins.	3.45 secs	7 points
5. P. Stevens	England	15 laps in 5 mins.	3.58 secs	6 points
6. T. Walden	England	15 laps in 5 mins.	6.11 secs	5 points
7. R. Schumacher	England	15 laps in 5 mins.	19.56 secs	4 points
8. M. Stevenson	England	14 laps in 5 mins.	1.05 secs	3 points
9. R. Cull	England	11 laps in 5 mins.	1.30 secs	2 points
10. S. Lillywhite	England	6 laps in 2 mins.	13.68 secs	1 point

#### A-Main Final — 3rd Leg

1. G. Pegler	England	16 laps in 5 mins.	17.30 secs	10 points
2. A. Dobson	England	16 laps in 5 mins.	17.30 secs	9 points
3. P. Stevens	England	16 laps in 5 mins.	19.46 secs	8 points
4. G. Losi Jnr.	USA	15 laps in 5 mins.	5.73 secs	7 points
5. M. Stevenson	England	15 laps in 5 mins.	10.58 secs	6 points
6. T. Walden	England	14 laps in 5 mins.	0.73 secs	5 points
7. P. Davis	England	14 laps in 5 mins.	1.18 secs	4 points
8. R. Schumacher	England	10 laps in 5 mins.	8.21 secs	3 points
9. S. Lillywhite	England	5 laps in 1 min.	48.33 secs	2 points
10. R. Cull	England	1 laps in 0 mins.	42.28 secs	1 point

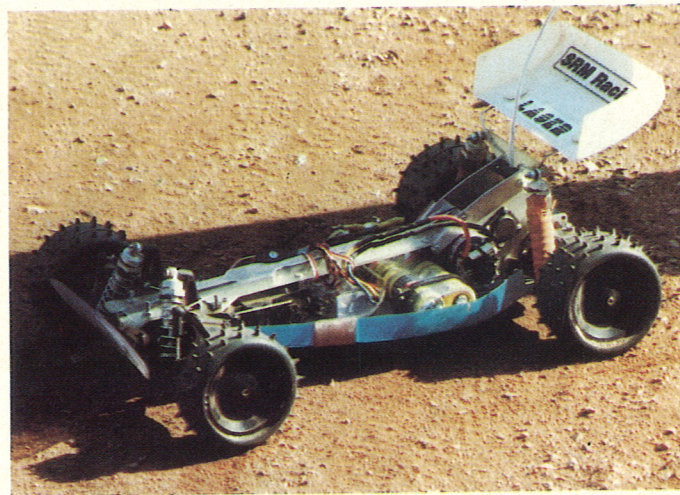
#### Overall Final Positions

1. G. Pegler	England	20 points and new track record
2. G. Losi Jnr.	USA	19 points
3. A. Dobson	England	17 points
4. P. Stevens	England	14 points
5. P. Davis	England	13 points
6. T. Walden	England	10 points
7. R. Schumacher	England	9 points
8. M. Stevenson	England	9 points
9. S. Lillywhite	England	4 points
10. R. Cull	England	3 points

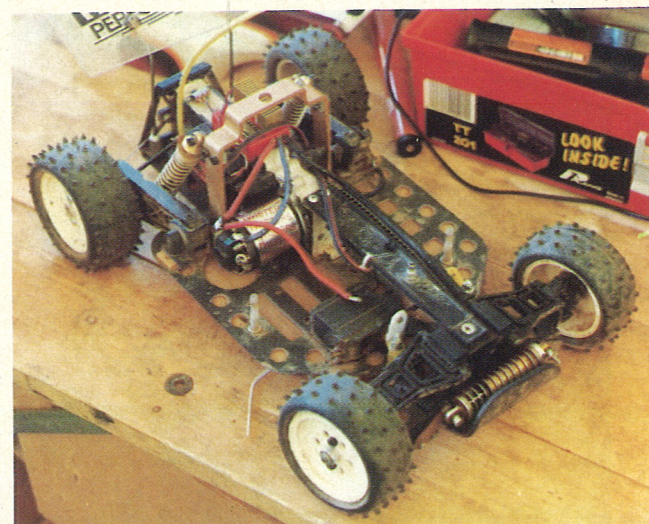




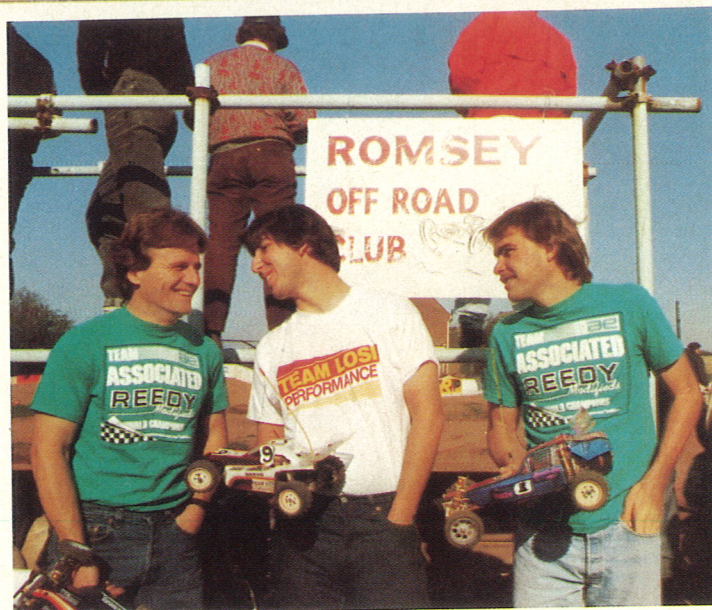
At Romsey Glyn Pegler and the Schumacher 'CAT' proved too much for the opposition and set the stage for the coming World Championships in August.



Top: the 'Geriatric' long wheelbase 'CAT' proved to be the car to have ... seven out of ten 'A' Finalists said they preferred them! Top right: Glyn and Andy moments after the 'A' Final. Right: Gil Losi Jr's car (certainly different).



Right: they came, they saw, they went home with a lot of thinking to do. Far right: racing actions from the heats.



Right: bumps created some spectacular jumps. Below: track was flattened often to give consistent conditions. Far right: Jamie Booth's Mini-Mustang.



Left: Kevin Moore, Jamie Booth and Steve Haynes, just three top drivers who never made the 'A'. Below: three views of the start procedure and track layout. Bottom right: Jay Halsey's four wheel drive Associated car.

