

TUNBRIDGE WELLS RADIO CAR CLUB

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Newsletter No. 46

Welcome

First of all, a few words of welcome to our new members for this season. It's good to see some new faces with Nicky Riddall and Thomas Singyard starting to race. John Maddex is also racing outside for the first time after joining us indoors last year. For anyone who may be joining us now for the indoor season, the rules (what there are of them) are very simple. Each season consists of eleven meetings of which the first is a practice. This is a full meeting run in exactly the same way as the others but the points do not count towards the final total. There are then ten championship meetings with the scores from the best seven being taken to give the final score in the championship. Trophies are awarded to everyone who has raced at a minimum of seven meetings.

Spring Meeting

Although the meeting went well (I think) the turnout from Pagoda members was rather low. It was fortunate that there were a large number of visitors to swell the ranks. The novelty and team races seemed popular with those that attended. Perhaps some of you could let us have your feelings about the format of the day and whether you think it is something worth repeating next year. As always the success of any such venture is very much dependent on the support and help we receive from members. I would like to thank the following people for their efforts. Firstly, David Vanns for providing, running (and indeed building) the barbecue and to George who provided a canopy for it in case of rain. To Steve for donating the sausages and Jim for the bread rolls. To Grant for designing and constructing another challenging (!) track and to Roger who lent us his caravan and awning. The advantage of the awning was that we could get two tables with the computers on side by side which was a big help. Thanks also to members of the Sevenoaks Club who lent us a large amount of tracking.

The results were as follows:-

Concours: 1st Richard Hathaway, 2nd Chris Beadle, 3rd Matt Holdstock

Buggies: A Final: 1st Steve Andrews, 2nd Grant Riddall, 3rd Matt Holdstock

 B Final: 1st Dave Burton, 2nd George Giles, 3rd Richard Lewis

Saloons: A Final: 1st Dave Mills, 2nd Richard Lewis, 3rd Kane Wood

 B Final: 1st Martin Timms, 2nd George Giles, 3rd Chris Beadle

Team Racing: 1st Grant Riddall, Nick Vincent and Richard Hathaway

 2nd Steve Andrews, Jamie Vanns and Dave Burton

 3rd Richard Lewis, James Burton and Kane Wood

Rally Sprint: 1st Richard Hathaway 2nd Grant Riddall 3rd Roger Packer

Summer Season

The weather was against us at the start of the season with rain at meetings 2 and 3. On week 2 there was some confusion as to whether we would be racing or not. In future if you are in doubt about racing going ahead you can ring Ian as before (as he lives closest) or I will try and remember to take a mobile phone with me and you can ring that. The number is 07801 453678. Numbers overall were pretty steady apart from week 2 with some drivers staying away because of the dubious weather and on week 10 when we only had 14 drivers. The full results are as follows:-

Results

Formula TQ

1 st and Club Champion	Steve Andrews	392 points
2 nd	Dave Mills	383 “
3 rd	Paul Wiggins	374 “
4 th	Grant Riddall	366 “
5 th	Graham Mills	354 “

Formula 1

1 st	Jaime Vanns	371 points
2 nd	James Burton	330 “
3 rd	Roger Packer	329 “
4 th	Nick Vincent	315 “
5 th	Dave Burton	313 “
6 th	Richard Hathaway	305 “

Formula 2

1 st	Darrel Gearing	320 points
2 nd	Danny Litchfield	304 “
3 rd	David Vanns	298 “
4 th	Clive Singyard	275 “
5 th	Nicky Riddall	271 “
6 th	George Giles	263 “
7 th	Thomas Singyard	248 “
8 th	John Maddex	247 “

In Formula TQ five drivers started and all five qualified for trophies. Only two drivers achieved maximums during the season, with Steve getting four and Dave getting two. Grant, Paul and Graham all scored fairly consistently with less than forty points separating first from last. Paul says he may not be racing with us next season despite his victory at the last outdoor meeting. In my opinion that would be a shame. All clubs benefit from having “characters” in their midst and ours is no exception. I think I’ll miss him verbally harassing the marshalls and I’ll certainly miss the witty banter that flowed between him and his Dad, especially while Paul was actually racing.

In Formula 1 nine drivers started the season with six qualifying for trophies. Jaime made first place pretty much his own early on with plenty of good consistent scoring. In second and third James and Roger were only separated by one point and the lower orders were also very tight.

In Formula 2 eight drivers started and all qualified for trophies. It was good to see Darrel sorting out his reliability problems and making the 'A' final in week 3. Danny had a few mid-season problems with his car (and his pit crew). The other half of "Team Vanns" was only a few points behind in third. Well done to Nicky, Thomas and John in their first outdoor season. Also it's good to see George Giles still plugging away. Seriously, while I'm talking about George, I can't help feeling that his attitude to his racing is something that all drivers could follow. If anyone epitomised the saying "It's not the winning, it's the taking part that counts" then it's certainly George. He never abuses the marshalls, in fact sometimes I hear him saying "thank you" to them!

There will probably be some drivers moving up or down in the formulas but I probably won't do this until after the practice meeting.

Apart from the usual trophies there will be a new one presented to the Club Champion. Briefly the reasons are these. The day after our Spring Meeting this year my Mum died suddenly in hospital. Both my parents had been interested in, and very supportive of, Dave and Graham's racing and were always keen to know the results of each meeting. I have decided that, in memory of both my parents, I will buy the club two large trophies, one for summer and one for winter. Each of the shields has a number of plates which will be engraved with the names of drivers who have been Club Champion since racing started. Hence my request for past editions of newsletters to try and make sure I had the information right before the engraving was done! I am still in need of issues 1, 7, 15, 16, 17, 18, 19, 20, 21, 24, and 38 if you could all check any old copies you have. The shield will be presented, held for one year and then returned for engraving ready for the next recipient. That is unless your name happens to be Steve Andrews in which case it will never leave your trophy cabinet!

The Track

We all owe a vote of thanks to Grant and Steve for keeping the track and pitting area looking so good although the track looks a bit worn now. Could it be that Steve has been out doing some practising? I'm sure I saw a racing line worn on it **before** the first meeting! I understand from Grant that he intends to make some subtle changes to the track so that you have a fresh challenge to look forward to. At the same time as the track maintenance is going on we plan to try and repair the fence between the pitting area and the rubbish skips. The reason for this is that there have been a number of incidents of vandalism, the most recent of which was just before championship meeting number nine when all the marshall posts were pulled up and thrown in the bushes and some of the track was ripped up. If we manage to repair the fence it will unfortunately mean that you won't be able to use that as a route to the pitting area. It will be to the clubs advantage if the brambles and bushes grow back there to stop the vandals coming in that way. If we do repair it please don't use that route as an entrance any more next season. I have asked the YMCA if they might consider erecting a more substantial fence along that entire boundary but as yet have not had a reply.

Extra non-championship meeting

There will be an additional non-championship meeting (weather permitting) on October 10th for you to try out Grant's latest track creation at St. Johns so come along and give it a try.

General Meeting

One suggestion that I've heard over the last few months is that we ought to have an "AGM" where we could discuss the direction, finances and anything else about the club that you thought needed airing, without the time restraints we have at the moment, namely five minutes between heats. I don't know if this idea appeals to any of you. If it does, perhaps you could make your feelings known.

Change of Name

I mentioned the possible change of club name a few meetings ago without any adverse comments which was a bit of a surprise. The reason for the change is simple. The name Pagoda says nothing about the location of the club. The YMCA stopped using that name themselves for the centre some time ago. We think it is important for prospective members to be able to find the club easily from a geographical or alphabetical list like the ones published in radio car magazines and the BRCA Handbook. As there was no opposition the change is being made now so that we will become the Tunbridge Wells Radio Car Club.

New Members

I think it is to our advantage to try and attract new members, and any ideas you have for that would be gratefully received. One thing we did before was to run a non-championship "exhibition" style meeting at Hugh Christie as part of their Summer Fair. That may be something we could consider doing again. If you know of someone who may be interested in joining the club, then please invite them along. They will be made very welcome. I plan to speak to the Courier again now we are back indoors. I did try to drum up interest at Meridian TV earlier in the year but without success.

Web Site

I suppose another way of advertising the club is via our own web site. So far (end of September) we have had 340 visitors. Now that the club name is changing the web site address will also have to change. Just to remind you the current address is : <http://www.rcracers.co.uk/prcc> .We hope it will soon become:- <http://www.rcracers.co.uk/twrcc> . At the time of writing this still hasn't been confirmed. For those of you who haven't seen it yet it contains up to date race results, meeting dates, photos of drivers and their cars, information on their setups etc. and contact numbers for the club. Thanks to Dave Mills for designing and maintaining the site.

Finance

At the start of the summer season our finances were pretty low to say the least. As you all know the weekly subs were raised and we also collected £5 from each driver to cover the YMCA corporate fee to help keep the club solvent. These two actions had the desired effect so you will all be pleased to know there will be no increase for the indoor season. The subs stay at £3 for juniors (under 17) and £4 for seniors (17 and over). Included with this newsletter is a "balance sheet" so you can see what happened to your cash. Anyone with even the slightest idea of accounting won't be able to make head nor tail of my system. Very simply, when I either receive some cash in or pay some out I write a whole new line to reflect how that change affects the bank, cash in hand, float and balance. Unfortunately I don't understand double entry bookkeeping. When we race outdoors our largest expenses are the £100 corporate fee and the £20 per meeting fees plus the cost of trophies. Although the balance is pretty healthy don't forget that we pay almost £50 per meeting for the sports hall as well as having to have public liability insurance. We also have to buy trophies for the summer season. Whilst I'm on the subject of finance can I just say a big "thank you" to all you members who have put your hands in your pockets (or purses) and supported the club without a murmur of dissent.

Winter Season

On November 7th we go back indoors to the sports hall at Hugh Christie Technology College. There are a couple of points to remember if we want to continue racing there. Firstly, because of the polished floor surface, only soft soled **trainer type shoes are acceptable**. Secondly, **no smoking is permitted inside the building**. Please try not to leave litter in the hall or outside on the ground. The first meeting will be a non-championship practice meeting for you to get used to the change in surface. The format is the same as before with the practice being followed by ten championship meetings, best seven out of ten

to count. At least seven are required for a trophy. The dates are on a separate sheet for those of you who want to stick it somewhere (notice board for example).

Saloon Cars

As we've been saying for some time we will start racing **scale saloons** from Nov. 7th. The plan at the moment is to run an extra heat in each round for them and then a final of their own. Those of you racing both types of car will need to have your battery charging pretty well organised. There may be one or two problems when it comes to sorting out the marshalling. All scale saloons irrespective of make or model will **have** to run a 27 turn motor in an attempt to even things out until we see what sort of support there is. I am told that Schumacher blue mini-pins are likely to be the best tyres for the job. Ian has both of these items in the shop. Just a final word about saloons. I must thank Richard Hathaway for the time and effort he has put in, speaking to the organisers of other clubs to find out how they run their saloon car meetings. One of them he spoke to said that they made the transition overnight from buggies so that if you didn't have a saloon car then it was tough luck. Seems a bit harsh to me!

Insurance

As I mentioned earlier one of our "winter" expenses is the cost of public liability insurance which is a pre-condition of us using the sports hall. At the moment our cover comes via the BRCA affiliation that we have. I am investigating the possibility of purchasing our own insurance without the need to be tied to the BRCA. This current year we paid £166. This seems rather expensive when you consider that we only need cover for eleven or twelve mornings per year, or put another way 48 hours! If we can find insurance cheaper then it will mean that anyone who wants to be a BRCA member will have to arrange this themselves (cost £6). More about this later as our current policy doesn't expire yet.

Marshalling

Remember that as soon as your race is over you must go out to marshall **immediately** and not start to repair your car. As we will need to squeeze in more heats this season it is vital that we don't lose too much time waiting for marshalls. Please, do try not to delay racing or it may be necessary to bring back the dreaded penalties for late marshalls. It would be nice if some other volunteers came forward more readily instead of having to rely on the same few helping out. And please drivers, don't abuse the marshalls. If you marshall the cars in the same way that you would want your own car marshalled then there should be no problems.

Storage at Hugh Christie

I have recently received a letter from Hugh Christie saying that we can no longer store the tracking inside the sports hall. They have suggested we erect a small shed to the rear of the hall and keep it in there. The only other option appears to be to store it off-site which means someone taking it home with them! At the moment we are investigating the cost of a shed and a suitable base.

I think that is all the news for now. We look forward to seeing you on the 7th Nov. The most important thing to remember is that this is a hobby so please do.....**enjoy your racing.**

Brian.
September 1999.

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WINTER SEASON 1999/2000 MEETING DATES

The winter season will be held at the Sports Hall, Hugh Christie Technology College, Tonbridge. Please enter via the gates at the far end of White Cottage Road. Pass over two speed bumps and take the first turning on the left. The sports hall is down there on the left. Remember racing starts at 10:00 am sharp so try and arrive by 9:30 so we can collect your subs and load the computer. When racing is over please can **everyone** help to put the track away and clear up. The dates are:-

Sunday 7 th November	Practice meeting
21 st November	Week 1
5 th December	Week 2
19 th December	Week 3
16 th January	Week 4
30 th January	Week 5
13 th February	Week 6
27 th February	Week 7
12 th March	Week 8
26 th March	Week 9
9 th April	Week 10