

# TUNBRIDGE WELLS RADIO CAR CLUB

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<http://www.twrcc.co.uk>

## NEWSLETTER No. 51

### Introduction

Firstly, can I welcome those of you who joined us during the last season. I hope you enjoyed racing with the club and that you will be with us for the spring meeting and when we start our summer season outdoors at Tunbridge Wells.

Secondly, I need to apologise for the shortness of this newsletter but I have been very busy work wise recently and also the garage/patio building is still ongoing.

### Spring Meeting

The Spring meeting will take place on Sunday 21<sup>st</sup> April 2002 starting at 9.00 a.m. on the tarmac playground at Hugh Christie Technology College in North Tonbridge. Please arrive early so we can get you booked in as soon as possible. In case of bad weather, we can use the sports hall but only until 2.00 p.m., so the program of events will have to be adjusted. Once again, Dave Vanns has very kindly agreed to look after the bar-b-q for us. Last year there was a serious food shortage because we only catered for the drivers and not their families. This year we have catered for up to 100 people, but non-drivers will now pay £1 for a ticket that they can take to the bar-b-q and exchange for a burger, a hot dog and a soft drink, not necessarily all at the same time! Drivers pay £5 to race but this includes lunch.

The plan for the day is much as before with saloon and buggy racing (2 or 3 rounds), a team race and a skill event. There will also be a concours event before racing starts. Please try and bring as many crystals as you can to make things as easy as possible in race control. Also remember there are no restrictions on what motors you use. Please do try and support the club on what is essentially a fun day.

### Winter Season

The numbers of drivers seem to have levelled out compared to the last winter season, following the introduction of the membership fee. The average number of visitors was four or five. The busiest meeting was championship meeting number seven when we had fifty four drivers. Of these forty seven were saloons and only seven were buggies. Saloons often outnumber buggies by a factor of seven or eight to one. I want to discuss this a little later in the newsletter.

We had plenty of good close racing – particularly in saloons and with Adrian Bidewell returning to race, Steve had some competition as well in the buggies. One thing that is obvious is that a lot of people are using motors that are **far** too fast for them to handle. See Ian's comments later. With this in mind we have decided that if you are in F2 at the start of the next indoor season then you will have to use a kit (silver can) motor. This will allow you to improve your driving skills and prevent a lot of expensive breakages.

It seems a long time since Christmas but all of us in race control would like to thank Jim Litchfield for organising a collection for us, which I understand you all gave so generously and freely to. Thanks to everyone who made a contribution – Ian had consumed most of his present by that afternoon.

### Results

Some of you will be changing formulas for the new season depending on your performance indoors. I used to take your final positions having worked out the best 7 from 10 to decide if you went up, down, or stayed where you were. This system was fine but it didn't take into account drivers who did less than 7 meetings. Now, what I do is to take an average of your scores and use that to determine which formula you should be in. I hope to have your new formulas available at the Spring Meeting. Unless there is a sudden influx of buggy drivers there will again only be one formula (TQ) for them.

### Saloon Results

#### Formula TQ

1 <sup>st</sup> and Club Champion	Dave Mills	427 points
2 <sup>nd</sup>	Grant Riddall	415 “
3 <sup>rd</sup>	Kris Healey	382 “
4 <sup>th</sup>	Andy Doorne	374 “
5 <sup>th</sup>	James Mean	373 “
6 <sup>th</sup>	Paul Godden	371 “
7 <sup>th</sup>	Mike Spurway	315 “
8 <sup>th</sup>	Phil Gidley	309 “
9 <sup>th</sup>	Roger Packer	304 “
10 <sup>th</sup>	Sam Collins	280 “
11 <sup>th</sup>	Richard Hathaway	211 “

#### Formula 1

=1 <sup>st</sup>	Daniel Hamblin	384 points
=1 <sup>st</sup>	Mark Parascandolo	384 “
3 <sup>rd</sup>	Rob Dorling	363 “
4 <sup>th</sup>	Dave Penfold	319 “
5 <sup>th</sup>	Steven Fuller	313 “
6 <sup>th</sup>	James Parascandolo	310 “
7 <sup>th</sup>	Clive Woodall	254 “
8 <sup>th</sup>	John Sprules	207 “
9 <sup>th</sup>	Barry Healey	206 “

#### Formula 2

1 <sup>st</sup>	Dave Watts	294 points
2 <sup>nd</sup>	Steve Collins	283 “
3 <sup>rd</sup>	Tony White	278 “
4 <sup>th</sup>	Matthew Weeks	242 “
5 <sup>th</sup>	Clive Singyard	205 “
6 <sup>th</sup>	Thomas White	193 “

7 <sup>th</sup>	Lee Simmons	180	“
8 <sup>th</sup>	Brian Hopkins	176	“
9 <sup>th</sup>	Paul Young	168	“
10 <sup>th</sup>	Colin Howard	161	points
11 <sup>th</sup>	Michael Bishop	158	“
12 <sup>th</sup>	Thomas Singyard	136	“
13 <sup>th</sup>	George Atkins	111	“

### Buggy Results

#### Formula TQ

1 <sup>st</sup> and Club Champion	Adrian Bidewell	421	points
2 <sup>nd</sup>	Steve Andrews	405	“
3 <sup>rd</sup>	Nick Vincent	392	“
4 <sup>th</sup>	Danny Litchfield	386	“
5 <sup>th</sup>	Nicky Riddall	381	“
6 <sup>th</sup>	Darrel Gearing	361	“
7 <sup>th</sup>	Stuart Willis	352	“
8 <sup>th</sup>	Carl Hopkins	350	“

### Clubman Trophy

As I said in the last newsletter the Clubman Trophy was shared between 2 people. The recipients this year were Brian Hopkins and Kris Healey. Brian has helped the club in many ways – he kindly painted all the kerbing at the outside track last year (without being asked) and is always ready to help tidy up and sweep the hall when everyone else has gone home. Kris helps us every meeting in race control to enter the heats and finals onto the computer. He also helps out at the spring meeting with the frequency allocations.

### Membership

It's that time of year again when we ask you to get your cheque books out and renew your memberships which expire on April 30th. The charges are unchanged from last year. As I've said before please can you pay as soon as possible. It makes life so much easier for me if you pay promptly. Please **don't** wait until the first outdoor meeting at Tunbridge Wells to pay as this causes too much work when people are trying to book in. Don't forget that if you haven't paid by this time then you will be a visitor and have to pay £5 to race and be unable to earn points. Last year some people still hadn't paid by the third meeting but expected to only pay a member's race fee. We will not be doing that again this year. Last year several people asked to pay by instalments because they were unemployed which we readily agreed to do. The same will apply this year if you let us know.

### Summer Season

The summer season is due to start with the usual practice meeting on May 5<sup>th</sup> 2002. There will then be ten championship meetings from which we will take your best 7 to give your final score. The dates are included on a separate sheet for those of you who like to stick it up on a notice board.

If you arrive early please help get the tracking out for saloons, and please remember we like **everyone** to help tidy up afterwards, not just the usual regulars. As always, transmitters must be in the pound unless you are racing or practicing. They must stay in there until the **last** final has finished. Please make sure your transmitter has an easy to read label on the back with your name on. I'm sure you all know that you have to marshal immediately after your heat. This doesn't mean after you have popped round to race control to see how many laps you did – there is plenty of time to look at the results later. If you collect your transponder when Ian calls you and are ready to go as soon as the heat before yours finishes, it will cut the turnaround time dramatically. Who knows, we might even go back to 5 minute heats. As before if you want to be in the saloon championship you must run a 27 turn motor unless you are in TQ where you can run modifieds. Buggies can also use modified motors.

Can I just emphasise here that visitors must sign the booking in sheet on arrival. We then take them in order from that to allocate spare places in the heats. If there are six visitors and only five spaces then the last visitor will not be able to race. Sorry if that sounds harsh but we cannot re-jig the whole heats board for one visitor. It does tell them on the booking in form that we **cannot** guarantee them a place.

### Web Site

The number of visitors stands at almost 6,150 at the time of writing this. I hope the idea of sending you an email to tell you when the results have been updated has proved useful and saved some wasted connections. If you are not on the list please let me know and we can add you to it. Dave intends to place some recently taken photos and some narrative about your cars and setups on the site when he has time. We are currently renewing the domain name as it is due to expire soon.

### Finance

The club's financial position is still very sound with the bank balance standing at £4030.23 plus a float of £10 and £4.52 In cash. Our outgoings for the Summer Season are as before, namely £100 for corporate membership to YMCA plus £22 per meeting. Trophies and things like postage and printing paper are the other main expenses. The club accounts are always available at meetings for members to inspect if they wish – please feel free to ask.

### The Track

The number of buggies compared to saloons pretty well speaks for itself. The time is fast approaching when there may well not be enough to run a heat. So the question remains about what we should do regarding an on-road track. I appreciate that drivers would like a definitive answer but I'm afraid decisions of this type take a long time and the results even longer. YMCA have already agreed to a track being built on our present site but my concern is that it may not be large enough. In order to build it we will not only use all of our cash but will need to find a substantial sum from another source. This may be by way of an appeal to members for interest free loans or it may be via the bank. However it is funded I would need to feel 100% happy about the size of the site and whether we could build a good quality track there. I feel there is little point in building something that we are not entirely happy with. We need to be satisfied and proud of whatever we build, wherever we build it. Also I would find it unacceptable to commit club and members' money to a venture that did not meet strict criteria with regards to

security of tenure. YMCA have sent a letter confirming they have no intention of evicting us but that of course is of little use if they change their minds. Due to my having no free time at the moment, Richard Hathaway has very kindly offered to contact local councils (Tonbridge & Malling and Tunbridge Wells) to investigate the possibility of a grant of some sort, although I gather the amount is likely to be small. Another avenue I am exploring at the moment is the possibility of a grant from the national lottery. If another site is found it would need to have access by car, an electricity supply and toilets. If any of you have any ideas about this topic in general or suggestions as to suitable sites, then please do let us know. Can I just add that if we do go ahead and build a track it may well be that we will need a commitment from members to help in some aspects of it's construction.

### Winter Season 2002/3

The **provisional** start date is November 3<sup>rd</sup> which will be the practice meeting.

### Finally

To finish (before Ian says his piece) can I just say thank you to everyone who has supported the club over the last season and to all those of you who have helped in a variety of ways to make it so successful. But don't forget this is meant to be fun so do please ..... **enjoy your racing.**

Brian  
April 2002

### **Chairman's Chatter**

Well here we are again – Christmas seems like yesterday and not three months ago and now the lighter evenings have arrived and summer is on it's way. Some of our drivers will be racing outside for the first time this summer – I wish you all the best of luck.

Firstly I would like to make an official apology for the complete mix up with the finals at the meeting on the 23<sup>rd</sup> March. Between Kris Healey and myself we managed to get all the drivers entered onto the computer completely wrong. Hence all the drivers' names on the board were on the computer but in the wrong finals – what a fiasco. I shall try very hard to make sure this doesn't happen again and if it does I'll blame it on Kris if he's helping. I must add that we do really appreciate the help that Kris gives us – in fact the club wouldn't run half as smooth as it does without the help we receive from Frank, Jim and Derrick who all take a turn looking after the transponders.

Our computer software has all been completely re-written for us over the last three months by our computer whiz-kid Dave Mills. Unfortunately Dave was made redundant from his job at the tail end of last year – which was a bit of a blow for Dave but good for us. He has now got another job which I believe is going well for him. Anyway Dave found himself with quite a bit of time on his hands so he set too to completely re-write the race control software. The old software had a glitch in it which Dave was unable to find which caused the split times to fail in a totally irregular manner and we had to be ready to punch the keys after the four minute sound rather than rely on the computer to do it via the transponders. Anyway, this is now all behind us and we have brand new software which not only has split times that work every time but we also have a colour identification on the first, second and third places on the screen while the race is

in progress. This works by analysing the positions every lap as cars cross the transponder loop. So well done Dave on behalf of myself and the entire club.

Are you trying to drive a car that is too quick for you? I think quite a few of you out there are – does anybody agree with me? I think several of the more experienced drivers in the club will agree with me entirely. This applies mainly to the formula 2 drivers who have cars with the regulation 27 turn stock motor installed as the rules require but they don't really need that motor as they would achieve much faster times with a standard silver can kit motor. With a kit motor the car would not be quite so fast but would be much easier to drive and ultimately you would actually achieve faster times and hence you would be higher up the qualifying list. Also, racing would be more enjoyable and the damage to the car could be a lot less.

Dave Mills proved this point quite clearly at the meeting before last by running an "old banger" of a car – a ten year old Tamiya Ford Escort with a silver can motor. With this car he won the B Final and it was without any doubt the slowest car in the final but really well driven. The moral to this story is: speed will not compensate for bad or erratic driving.

I hate having to mention this one – marshalling – are you any good at it? A lot of drivers aren't too hot on this one so that is why it is being mentioned yet again. During the course of a race meeting you are expected to do your fair share of marshalling. This means marshalling the race after yours which amounts to sixteen minutes where you are expected to:

1. Be on your marshal point – same as the number on your car.
2. Not to have a conversation with anybody else.
3. Watch only your part of the track – not the whole race.
4. Stay on your point until the race is over.
5. Be ready to marshal at lightning speed.

I don't think this is a lot to ask but some of you cannot manage to do this small but very important task. Often the drivers who do all the moaning about the marshals are usually not particularly good marshals themselves – don't worry I won't mention any names. Recently a marshal came up to us at race control disputing the result of the race he had just marshalled. This proved very clearly to us that he had been watching the race and not his marshalling point. When marshalling it is a great temptation to watch the race but you just cannot be marshalling properly if you do watch the race.

Well folks, that's about all for this chatter and I look forward to seeing a good turnout at the Spring Meeting on April 21<sup>st</sup>. Let's hope for fine weather.

Ian  
April 2002

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## SUMMER 2002 DATES

21st April 2002	****Spring Meeting****
5th May 2002	Practice Meeting
19th May 2002	Round 1
2nd June 2002	Round 2
16th June 2002	Round 3
30th June 2002	Round 4
14th July 2002	Round 5
28th July 2002	Round 6
11th August 2002	Round 7
25th August 2002	Round 8
8th September 2002	Round 9
22nd September 2002	Round 10
6th October 2002	Round 11 (If required)
3rd November 2002	Indoor practice meeting (provisional)