

TUNBRIDGE WELLS RADIO CAR CLUB

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

Newsletter No. 52

Introduction

Firstly can I say welcome to all those new members who have raced with us for the first time this season and also to some old faces who have made welcome returns to prove that car driving is just like riding a bike – once learnt never forgotten. I hope all of you have enjoyed racing with us and we will be seeing you indoors for the winter championship. Also, good luck to those of you who are off to University and will only be around during the holidays.

Spring Meeting

At last the Sun shone on us for a change! Of all the spring meetings I can remember, weather wise this was the best with 56 drivers racing a total of 59 saloons and buggies. I hope everyone enjoyed the day but for those in race control it was as hectic as usual. As I've said many times before the biggest headache is allocating crystals to the competitors in the team event particularly when some of you insist on turning up with only one crystal. It took Kris Healey and I the whole mornings racing before it was sorted satisfactorily. Thanks again to Kris for his help in race control, to Frank for looking after the transponders for the day and to Grant for devising the track and obstacle event. Once again Dave Vanns was in charge of the bar-b-q where he cooked some 100 burgers and 120 sausages as well as handing out the drinks. Dave has usually gone by the time the meeting ends and so isn't always there to be thanked publicly so I offer him my thanks now on your behalf. Personally I felt that selling tickets for the bar-b-q to non drivers for £1 was an idea that worked well. It meant that those who had paid (remember the bar-b-q is included in the race fee for drivers) were certain of something to eat. I think we could have had more soft drinks but the weather took us rather by surprise. Thanks to Steve Andrews who brought the burgers, sausages and drinks and Jim who brought the rolls. After taking off the cost of the food and trophies we made a profit on the day of £88 which is not bad considering we run it primarily as a fun day. Once again Roger was kind enough to lend us his caravan and awning to use for race control so thanks to him. Also Dave Burton kindly offered (?) to be the judge for the concours event. He remained for the rest of the day and was a great help to us in race control and with the skill event as was Steve Hamblin. The spring meeting is a bit like Christmas – it takes a long time to organise but is all over very quickly so thanks to all of you who came along and gave us your support. If you have any ideas about changing the format of the day then let us know. I think next year we may try the rally sprint again instead of the skill test but we'll have to wait and see.

Concours: 1stDanny Mattess, 2ndMatt Weeks, 3rd Tom Jones

Buggies

A Final: 1st Steve Andrews 2nd Nick Vincent, 3rd Nicky Riddall

Saloons:

A Final:	1 st Adrian Bidewell,	2 nd Dave Mills,	3 rd Daniel Hamblin
B Final:	1 st Mark Parascandolo,	2 nd Dave Penfold	3 rd Roger Packer
C Final:	1 st Andy Doorne	2 nd Gary Wise	3 rd Danny Mattess
D Final:	1 st Thomas White	2 nd Tony White	3 rd Lee Simmons
E Final:	1 st Mark Pike	2 nd Lee Edwards	3 rd Clive Singyard

Team Event:

1st Dave Mills, Roger Packer, Danny Litchfield, Nick Vincent, Tony White, Daniel Hamblin.

2nd Adrian Bidewell, Clive Singyard, Dave Penfold, Mark Parascandolo, Clive Woodall, Gary Wise.

3rd Steve Andrews, Danny Mattess, Tom Jones, Paul Young, Phil Gidley, Ian Brocklesby, James Parascandolo.

Skill Test: 1st Adrian Bidewell, 2nd Nick Vincent, 3rd Daniel Hamblin

Summer Season

Once again we had some good and close racing throughout the formulas this season. It was good to see a couple of our "old" members returning to race and getting back into the swing of things so quickly. Perhaps just a little too quickly for some! There were quite a few instances where drivers were only separated by one or two points but in all the formulas the winners were well ahead of their rivals. There will be some people changing formulas although you'll be glad to hear that they are all promotions apart from two. This is because I need to try and balance the numbers in each formula (within reason) so some of you who were for "the chop" now have a reprieve. Formula changes are shown beside your scores, or for those who have done less than seven meetings they are shown separately. We hope to present the trophies at the first championship meeting along with the shield for club champion which goes to the winner of the saloons. Well done to you all!

Saloon Results: Of fifty seven starters thirty six qualified for trophies.

Formula TQ

1 st and Club Champion	Adrian Bidewell	422 points
2 nd	Dave Mills	404 "
3 rd	Grant Riddall	401 "
4 th	Daniel Hamblin	378 "
5 th	Kris Healey	357 "
6 th P	Chris Morton	350 "
7 th	Mark Parascandolo	344 "
8 th	Phil Gidley	337 "
9 th	Andy Doorne	334 "
10 th	Mike Spurway	329 "
11 th	Clive Bonner	321 "
12 th	Roger Packer	260 "

Formula 1

1 st	Sam Collins	373 points	TQ
2 nd	Richard Hathaway	327 "	TQ
3 rd	Dave Penfold	326 "	
4 th	James Parascandolo	317 "	
5 th	Steve Collins	283 "	
6 th	Clive Woodall	280 "	
7 th	Ian Brocklesby	277 points	
8 th	Tony White	256 "	
9 th	Gary Wise	229 "	

10 th		Matt Weeks	172	“
11 th	P	Darrel Gearing	165	“

Formula 2

1 st		Matt Ellis	310 points	F1
2 nd		Barry Healey	282	“ F1
3 rd		Mike Bishop	264	“ F1
4 th	P	Jack White	255	“ F1
5 th		Danny Mattess	245	“ F1
6 th		Brian Hopkins	217	“ F1
7 th		Paul Young	198	“
8 th		Claire Piper	195	“
9 th		Dave Edwards	167	“
10 th		Thomas Singyard	166	“
11 th		Leigh Mellett	136	“
12 th		Lee Edwards	125	“
13 th		Steven Parry	102	“

Buggy Results: Out of fourteen starters nine qualified for trophies.

1 st and Club Champion	Steve Andrews	427 points
=2 nd	Nicky Riddall	392 “
=2 nd	James Mean	392 “
4 th	Stuart Willis	389 “
5 th	John Maddex	378 “
6 th	Darrel Gearing	364 “
7 th	Danny Litchfield	359 “
8 th	Colin Howard	343 “
9 th	Carl Hopkins	331 “

P denotes a ten point penalty was applied.

Other changes are:- James Brooker F1, Tom Jones F1, Jamie Walker F1

As there are only enough buggies for one heat, formulas will, as before, not apply.

The end of the season is the traditional time to say “thank you” to those that have helped the club in a variety of ways during the last six months. Firstly to Brian Hopkins who arranged and installed the new rostrum which is a big improvement on the old one that was slowly rotting away. Also Brian has been responsible for grass cutting whilst Steve Andrews has again looked after the strimming and as usual put up and removed the tent for race control. The only time he wasn't there Ian was in charge of the tent and we ended up with something like a Wendy house that we couldn't even stand up straight in! Kris Healey has again helped in race control with entering the heats and finals on the board and Steve Hamblin has stood in for Ian and me when one of us has been away. Transponders have been the responsibility of John Maddex (Snr.), Jim Litchfield and Derek Gearing. Grant has been in charge of track design although it might be an idea for someone else to have a go occasionally to give Grant a break and allow him more time in

the pits as he has Nicky's car to prepare as well as his own. Thank you to all of these people (and the one's I've forgotten) for their help – we couldn't have done it without you!

Web Site

Thanks to Dave Mills for updating the web site for us. There are more photographs on there now of last indoor season and the spring meeting, many supplied by Steve Hamblin. The web site is now hosted by a different company due to the poor availability with the previous one. This meant a short period where there were some serious access problems but that ought to be a thing of the past. We now have to pay to have the site hosted but I think this is worthwhile. We have also renewed the domain name for a further two years. The number of visitors to the site stands at approximately 8,700. We are still planning to add photographs and info about drivers, their cars and the equipment/setups that they use when time allows.

The points from the meetings are now available on the site far more quickly thanks to some programming by Dave. The only manual part now is for me to work out the points on the printouts and enter them onto the spreadsheet. They are sorted, uploaded and e-mails are sent at the click of a mouse button. Incidentally if you want to be sent an e-mail telling you when the updated results are available then let me know and I will add you to the list. This saves you the hassle of connecting just to see if the results are there. Conversely if you want to be taken off the list or your address has changed then please tell me.

There is now a "for sale" area on the site where you can advertise racing related items for free. All you need to do is click on the "for sale" option and fill in the form. Your item(s) will be added to the site soon afterwards.

Finance

The club is still in a strong financial position with our bank balance standing at £5,675 although there will be some expenses to come out like trophies and hire of the hall. The float is £10 and I have £5 in cash. One thing we need to do is to open a building society account so we can earn more interest than we get from the bank. As always the accounts (if I can call them that) are available at every meeting for any member to see. Richard Hathaway has them at the moment as he kindly agreed to cast an unbiased eye over them to see that everything is in order. If you would like to see them please ask. There haven't been any major purchases this season apart from a radio mike. Other than that it is just the regular items to keep the club running.

Winter Season

We return indoors to the sports hall at Hugh Christie Technology College in North Tonbridge on November 3rd. Enter via the gates at the far end of White Cottage Road, go over two speed humps and turn left before the main playground. The hall is just down there on the left. This will be a practice meeting, which is run in exactly the same way as the others but no points are awarded. This is to allow all of you to get used to racing on the polished wood floor. There are then ten championship meetings of which you need to attend seven to qualify for a trophy. A full list of the dates can be found on a separate sheet so you can pin it on a notice board.

As usual we aim to run three heats followed by finals. The fastest time that you do out of the three is the one that we use to determine your place in the finals listings so you are not really racing against the others in your heat but more racing against the clock.

As always we aim to start racing at 9.30am sharp which means members **must** be booked in by 9.10am to be sure of getting a place. After that time we allocate spare places to visitors on a first come first served basis. This is done by using the visitors signing in sheet

and taking the names in order from the top, so if you are bringing a visitor make sure they sign the sheet as soon as they arrive. Please remember that we **cannot** guarantee that visitors will be able to race as we always give priority to members up until the cut-off time. We will not normally start another heat to fit in visitors if we feel that we have reached our limit. It is possible that we will allow a visitor to run as “eleventh man” without a transponder if they wish too.

When we hire the hall at Hugh Christie we have to accept the rules that are laid down by the College. These are:-

- Only trainer type shoes can be worn in the hall. **Please remember you will not be allowed into the hall with outdoor shoes on.** If you want to come in you will have to take your shoes off.
- **No smoking** is allowed **anywhere** in the building.
- No rubbish (or cigarette ends) to be left either inside or outside the building.

If everyone takes notice of these few simple rules it will make life much easier for all concerned.

One other point that I would like to make is that **no** tyre additives are permitted either indoors (because of the wood floor) or outdoors (because of a YMCA request).

Now on to that old chestnut of marshalling. When the race you are in finishes all you need to do is to turn off your car and transmitter, hand back the transponder, put your car on the table and your transmitter in the box and go out to marshal. You don't need to go back to the pits or race control for anything because you will only hold up the next race. The penalties will be as before in that you will lose ten championship points from your **final** score if you are not on your marshal point when we are ready to start the race. Last season we had to deduct points from three people for this reason. Please have some consideration for your fellow drivers so that we don't have to do the same thing again this year. On the subject of marshalling you are there primarily to put cars back onto the track that have come off. You are not meant to carry out repairs to cars that have broken nor should you be on a mobile phone or deep in conversation with your fellow marshals. The people that do these kind of things are **always** the people who whinge the loudest when it is done to them. If for some reason you cannot marshal it is your responsibility (not ours) to find someone to cover for you. You should stay at your marshal post until the race is over. Likewise drivers should remain on the rostrum until the last car has crossed the loop.

Please bear in mind that transmitters, with your name on, must be in the pound (the green boxes) unless you are practicing or driving and must stay there until the meeting is over. The boxes are labelled with heat numbers and finals on them. Put your transmitters in the correct box before racing starts and then before finals begin make sure they are in the correct finals box. The same penalties now apply as for late marshalling as it is grossly unfair to other drivers to have people in the pits with transmitters left on.

It would be greatly appreciated if everyone could help clear up after racing is over and not just the handful who usually do. If you all took just one piece of tracking out to the shed the hall would be cleared in no time.

At the meeting before Christmas we hope to have refreshments available as we did last year and perhaps a raffle.

The Motor Debate

Ian mentions the motor issue in his Chairman's Chatter a little later in the newsletter but it seems we all have an opinion on the subject so here's mine.

The calendar for the winter season that I displayed two meetings ago also contained an update on the motors permitted for indoors. It said three things:-

1. F2 saloons would be required to run silver can (540) motors. This was originally announced in April of this year in the newsletter which all members were sent. No adverse comments were received.
2. TQ and F1 saloons to use 27 turn motors. This has always been the case since saloon racing began indoors in 1999.
3. Buggies would be required to use 27 turn motors. This was the only "new" requirement.

I think rather to the surprise of both Ian and I this brought criticism from some drivers. At the last meeting of the season there was a "ballot" which neither of us had been told about asking drivers if they agreed or not with the sudden change in rules. I have explained to those that carried out this vote that they have misrepresented what we are trying to do because only one of the items above could be in any way considered "sudden". This means that only buggy drivers should have been voting although twenty two voting papers were produced. As there are no names on the papers it is impossible for Ian and I to tell who was or was not invited to vote. I have to say that while we are both in favour of democracy we feel that the manner in which this vote was carried out left much to be desired. It would have been far better to tell us you would like to vote and it could have been done in a more professional way.

However, that's in the past, the point is that some buggy drivers are not happy to use 27 turn mainly because of the cost of buying different motors. To be honest I'm not sure how valid that argument is but after some discussion we have decided that buggy drivers can have a reprieve until **next** winter season (2003 – 2004) when they will have to fall into line and run 27 turn motors. This will give them ample time to prepare and decide what they are going to buy.

On a more general note I feel I need to make clear that anything Ian and I do, and the motor issue is but one example, is intended to be for the good of the club in general and not for some personal gain. When drivers complain or are not happy about something they are in general thinking of themselves, whereas **we** have to think about **all** drivers and try to implement ideas that will benefit the majority rather than the minority. Another recent example is the transmitter pound. This does not exist for the benefit of anyone in race control. It exists for the benefit of all drivers. As I said during the summer season life would be far easier for Ian and I if there were no pound and indeed we offered to dispense with it and leave the problem of interference to the drivers to sort out. If you remember there weren't any takers for that option!

So to sum up, yes, you ought to raise concerns with the way things are run but let's do it in a way that's transparent to everyone and make sure that the family atmosphere that we enjoy continues for a long time to come.

On a more cheerful note we received a very welcome e-mail from one of our newer members who was very encouraging and supportive of the club. Thank you to him (I won't name him) but we are always grateful when people say "thank you". It makes getting up early on Sunday mornings just that little bit more worthwhile for us both.

Membership

I think the time has just about come when we will have to close the membership. We need to consider that not only are we limited for time indoors but we are also limited for space. The more room we need for pitting means less room for the track. It is possible that we may have to limit drivers to one class if there is insufficient space. If we have a partly filled heat and you want to race another class then that is not a problem but it may come about that we won't have time to run an extra heat so please be aware of this.

One of our new members this season was Huw Lewis who you may have seen zooming around in his wheelchair. I have to admit we weren't really prepared when he arrived but I hope he now feels at home with us in the same way as everyone else. I know people have been helping him by collecting numbers and transponders (James Mean is one that I know of) and Brian Hopkins in making some alterations to the rostrum to allow Huw to get his wheelchair onto it. It's good to see members rallying round to help each other.

Heats and Finals Boards

With luck we may have the new boards and race cards in operation by the time we start the winter season. The old ones are rather bulky for the limited amount of information that is needed on them. If you have changed frequencies or bought new crystals please let me know so we can keep the cards up to date.

Also in the same vein, if you move house or change any of your contact details please let me know so that newsletters go to the right address. It is also useful if a meeting has to be cancelled at short notice.

Tamiya Formula

I know I say this every year but if those of you with Tamiya saloons would like to have a championship of your own please let me know ASAP and certainly well before the season starts. You may have to run with other formulas during racing but I can allocate points to you separately so that you will effectively have a formula of your own.

The Track

The decision about what to do about a saloon track is still very much up in the air. We are still looking at sites but at the moment no decision has been taken. Nor will it be until the membership can comment on anything we propose. Richard Hathaway has spent considerable time and energy in approaching local councils about this and organising contractors estimates for the off road area so that we know what sort of costs are involved. Personally I still have reservations about the size of our current site but it may be that in the end that is what we have to use. Anyway when there is something to report we will let you know.

The Points System

There will be some subtle changes to the number of points we allocate starting this coming season. Instead of the top qualifier getting 50 points he (or she) will get 75 with second getting 74 and so on down the qualifying list. Winners of finals will now get 20 points instead of 10. This will allow for those at the bottom of the lower finals to get some points because, due to the way that finals points are allocated this wasn't always possible. There is a more complete description of how the points system works in the booklet that we give out to new members. If anyone would like a copy please ask me but be warned it was me that wrote it!

Finally

To end can I just say thank you to **everyone** that has supported the club during the last season. As the saying goes "you can't please all of the people all of the time" but we do the best we can. So as I always say about now this is meant to be fun so do please**enjoy your racing.**

Brian September 2002

Chairman's Chatter

Well, where did the summer go? It seems so little time since we moved outdoors and now it is only a very short time before we are back indoors again. I must admit we have been very lucky with the weather this summer. We didn't lose any meetings through bad weather and we certainly had some hot days in July and August.

The main talking point this time has got to be about silver can motors – will it be a good thing or not? Personally I think it will but whether or not it will be popular is another story. This will only apply to the formula 2 saloon drivers for the winter season, but I am convinced that out of this will come a group of drivers who are able to race together to a more acceptable standard, not having the amount of power that the average stock motor is now developing. Racing is all about consistent lap times and not outright speed and if you cannot lap consistently with a quick motor then a slower one is the answer. This has been proved on several occasions where a very standard car without a quick motor has been driven extremely well to qualify in either the 'B' or even 'A' final. Slightly slower cars driven well indoors will also result in a lot less damage through hitting walls and tracking.

I would like to put forward a few suggestions for making your car go as well as possible with a standard silver can motor or make it go even better using a 27 turn stock. Probably one of the most important aspects with any R/C car is to make sure that every single part of the car is running as freely as possible. Check each wheel assembly separately to make sure they are running as freely as they can. Always fit ballraces to reduce friction. Check the running of the chassis without the motor installed to make sure it is as free as it can possibly be – hence more of the motor power is propelling the car rather than overcoming friction in the transmission. A tip I heard about recently concerning ballraces is that they usually come pre-greased. Wash out all the grease with white spirit and then oil the bearings with very very thin oil. This will once again help reduce friction and help everything to spin more easily.

Better performance can also be achieved by reducing weight. I know it may sound minimal but is your speed controller and battery wiring longer than it need be? Shorten all wires to a minimum to reduce weight and resistance. Are your battery connectors working efficiently – do they get hot? If they do then seriously think about changing from Tamiya to one of the specialist types i.e gold types. If there are light weight parts available then think about using them.

Now onto driving! It's all about consistent lap times – not so much about how fast your car can go. If your car is too fast for you to handle then for you to lap consistently your car will need to go slower. Hence the reason for using silver can motors. As the car won't have the out and out speed it had with the 27 turn motor it will be up to you to do the best with the power available. Try and carry more speed into the corners and drive as smoothly as you can to keep the overall speed up. There will be more grip available without so much power so traction will not be lost with wheelspin.

It will be interesting to see how the lap times of the F2 drivers compare with those from F1. I bet there will be a few F1 drivers who will find themselves out qualified by some of the F2's. We'll draw our own conclusions from that result.

Well that's all for now and I'll look forward to seeing you all on the 3rd of November.

Ian October 2002

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2002-2003 WINTER SEASON

3 rd Nov 2002	Practice Meeting
17 th Nov 2002	Round 1
1 st Dec 2002	Round 2
15 th Dec 2002	Round 3
29 th Dec 2002	** NO MEETING **
12 th Jan 2003	Round 4
26 th Jan 2003	Round 5
9 th Feb 2003	Round 6
23 rd Feb 2003	Round 7
9 th March 2003	Round 8
23 rd March 2003	Round 9
6 th April 2003	Round 10
20 th April 2003	SPRING MEETING – (Provisional)

Drivers please note that the indoor season will see the following changes in motor restrictions:-

Saloons F2	Silver can (540) motor only
Saloons F1 and TQ	27 turn motor only
Buggies	Modifieds permitted