

WKRC

www.wkrcc.co.uk



WEST KENT RADIO CAR CLUB

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NEWSLETTER No. 55

Welcome

First of all can I welcome all those of you that are new to our club. I hope you have enjoyed racing with us, irrespective of whether you have joined or are visitors, and that you will be racing with us both at the Spring Meeting and then outdoors for the Summer Championship.

Obituary

Unfortunately it is necessary to start this newsletter with some very sad news. When the club began back in 1985 it was started by two people who both had sons with radio controlled cars but nowhere to race them. One of them was Ian, the other was Chris Janes who was a local Police Officer. Sadly we learnt that on March 7th Chris had died at home in Suffolk after a brave battle against cancer. The news was immediately placed on the web-site to let members know what had happened. Chris had only been retired from the Police Force for just under five years after thirty years of service. At the following meeting those present stood in silence for one minute in memory of Chris. I hope that during the silence each of us was able to reflect on the fact that without the efforts of Chris, then none of us would be racing now. I know personally how much effort is required to keep the club running, so I understand how much more difficult it must have been to start the whole thing from scratch. A card has been signed by as many members as possible and this has been passed to Val and her family to whom we extend our deepest sympathy. The club will be making a donation to Cancer Research in Chris's memory.

Winter Season

A cracking seasons racing. This is only the second time ever that there has been a tie for club champion (Dave was involved then as well). I know that the way points are allocated comes in for some stick from time to time but the proof is there, if any were needed, that there isn't much wrong with the system. There's more than one instance particularly in F2 of drivers being just one point apart. Well done to all drivers who took part. Those that have done at least seven meetings are listed below. Any changes in formula are shown in the right hand column.

Results

Formula TQ

=1 st and Joint Club Champion	Dave Mills	666 points
=1 st and Joint Club Champion	Adrian Bidewell	666 "
3 rd	Grant Riddall	629 "
4 th	Clive Bonner	619 "
5 th	Kris Healey	612 "

6 th	Dan Hamblin	611 points	
7 th	Steve Andrews	593	“
8 th	Chris Mears	591	“
9 th	James Brooker	584	“
10 th	Phil Gidley	564	“
11 th	Mark Turner	544	“
12 th	Jason Gidley	538	“
13 th	Mike Spurway	517	“ F1
14 th	Dave Penfold	496	“ F1

Formula 1

1 st	Gary Wise	605 points	TQ
2 nd	Rob Dorling	563	“ TQ
3 rd	Barry Healey	548	“ TQ
4 th	Danny Litchfield	514	“
5 th	Charlie Hibbins	485	“
6 th	Claire Piper	478	“
7 th	Nick Riddall	455	“
8 th	Gary Fleet	445	“
=9 th	Dave Edwards	421	“
=9 th	Richard Hathaway	421	“
11 th	Mark Stubbington	359	“ F2
12 th	Mark Collier	315	“ F2

Formula 2

1 st	Tim Fry	537 points	F1
2 nd	Shawn Herrington	529	“ F1
3 rd	Lee Edwards	493	“ F1
4 th	Mike Hoare	454	“
5 th	Brian Fuller	426	“
6 th	Martin Hoare	425	“
7 th	Dave Sexton	424	“
8 th	Kelly Walker	395	“
9 th	Paul Young	394	“
10 th	Colin Howard	372	“
11 th	Aidan Holmes	361	“
12 th	Joe Hartfield	349	“

Enduro 2004

Barry Healey has written his thoughts about the Enduro for me. However can I just say a big “thank you” to everyone who helped. Claire, Barry and Dave were all involved in the planning stages plus printing the relevant paperwork and distributing it. I thought that on the day it went pretty well apart from a laptop hitch that meant we had the total number of laps split between two pc’s. This meant that we couldn’t use Steve Hamblin’s projector for the race because of course it was using incorrect information. Those who took part enjoyed it but it’s a shame so few of our own members supported us.

Both our local papers were informed well in advance of the event but only the KM photographer turned up. One picture and a brief story appeared after about three weeks in the mid-week KM Extra. The Courier, as I’ve come to expect, got not only the day but the week wrong as well. They asked for the photos that Steve Hamblin had taken but ultimately didn’t use any of them although we did get a brief mention on page four.

Coincidentally I've had contact with two other local organisations who both have the same opinion as me about the Courier's lack of support for local clubs.

Some sponsorship is still to come in but at the moment the grand total raised by the Enduro including race fees, sponsorship, raffle, auction, Treasure Hunt and donations from those that couldn't be present is..... **£1485.42**

"Mighty Oaks from Little Acorns Grow"

Well we did it, we completed the first ever Enduro at WKRCC and what a fantastic success it was!

So why did we do the Enduro and where did the initial idea come from? For those of you that follow the messages on the clubs forum, you may remember a comment by Dan Hamblin suggesting an endurance event. From that point on, the Acorn started to grow into an Oak tree known as ENDURO 2004. Thanks to Dan for being the catalyst to a successful day and to everyone that added their comments on the forum as to how the day should be run.

On the Forum there was considerable discussion about the type of endurance event that should be organised, ideas came in thick and fast but stopped very abruptly. I'm not sure why, it may have had something to do with Brian's comments, asking for someone to organise it! After a deathly hush for a few days, a little voice chirped up and said they would be prepared to organise the Enduro and from that point on, Claire became the nominated organiser. Organising the Enduro took a considerable amount of commitment and enthusiasm from Claire and Brian, without their dedication and efforts the Enduro would probably never have taken place.

I know that there was some grumbling in the pits about not being able to pick your own teams for the event, but for the ease of crystal allocations and to try and balance the abilities of the teams, I think it was probably the right decision.

If you look at how Claire and Dave balanced the teams they seemed to work extremely well, this was underlined by the fact that, after three hours of continuous racing all teams were very close. (Except the team that forgot to put in a transponder, or was it that they put someone else's transponder in their car, I can't remember).

If we look at why we did the Enduro, it was to raise money for the new track and to have some fun at the same time. I think we succeeded in completing both of our objectives and with regards to the money raised, exceeded it.

I think most people that took part thoroughly enjoyed the day and we even had comments from other clubs stating how much they enjoyed the day and how much they are looking forward to the next Enduro.

A few months prior to the event I calculated that there was a possibility we could raise a maximum of £1500, so taking into account that we only raced with 7 teams the grand total was a fantastic effort. (I'll leave it to Brian to tell you the exact figure that we raised).

If the club decided to organise an Enduro again, it would be great if club members that couldn't take part for various reasons, were able to join in the fun next time. You missed a good days racing and an excellent opportunity to improve your racing skills.

Many people need to be thanked for their help on the day, without it the day would not have run so smoothly. It would be very difficult to thank everyone that helped without missing someone out, so let me start by thanking everyone that took part and for entering into the spirit of the event.

Thanks to all of the following, if I have missed you out I'm sorry, however when you start catching up with someone the age of Brian, you tend to forget the most important things:-

Brian and Ian, for their electronic wizardry and their patience with the computer.

Claire for organising the event and letting Dan's idea, become a reality.

Dave for writing the computer programme.

Grant for designing an excellent track that seemed to stay in place for three hours.

Steve Hamblin for being the Master of the transponders.

Phil Gidley, for lending us Eltham's transponders for the day and persuading Eltham Racing Club to enter two teams.

New Ash Green Club for fielding a team.

Mark Turner for donating the prize money for the Enduro.

Mike Spurway for being the auctioneer and doing his impersonation of David Dickinson.

Marleen for selling raffle tickets and squares on the Treasure Hunt.

All the early morning track building crew. I would put your names down but I'm never there early enough to witness who does it. It could even be the track fairies that do it for all I know. (I think James, Mark and Steve gave a helping hand, closely assisted by Tinkerbell). Thanks to all the wives and girlfriends that helped with folding up the raffle tickets at the end of the meeting, if I'm honest I completely forgot about that job on the day so thanks again.

And finally all the club members that gave prizes for the Raffle and Auction which included sizable donations from Brian H (Brush Attendant) and Gary Wise.

The Raffle/Auction/Treasure Hunt

The raffle made approximately £60.00 profit and we handed out approximately £300.00 in prizes, although a little disappointing that we only raised that amount, all prizes were donated by sponsors and club members so in that sense £60.00 is not too bad.

I know sometimes it may seem that we are always asking for your financial support for our fund raising efforts, however it is good that club members have benefited individually over the past twelve months in the prizes that we have given out. To date members have received prizes in Raffles to a value in excess of £1000 and Treasure Hunt prizes in excess of £400.

The Auction was run by Mike Spurway and made a profit of £272.

Thanks to all those that handed in advanced bids for items in the auction, it was really good being able to bid with other people's money. (I now know how my wife must feel when she goes shopping with my credit card).

So that leaves the decision to be made, should we do the Enduro again and if we decide to, when should we do it?

Should it be called: - **Enduro 2004 the sequel or Enduro 2005**

If we decide to do it again, it will definitely be a lot easier to organise second time around. If anybody else would like to have a go at organising the event, using Claire's winning formula, or even adding your own personal ideas, perhaps you could discuss it with Race Control. Even if a few of you wanted to do it together, I'm sure that can be arranged. Don't be shy, put your names forward. As the old Chinese proverb says "Better to be in control and have your say, rather than have what you say being controlled".

Thanks for your support over the past year in trying to raise money for the track fund. In the last newsletter I said **we will** get enough money to build the track and we are doing really well. Please continue with your support and remember the track will be for the benefit of all members and will be the envy of many.

£20,000 to build a track may seem like a lot of money and quite a mountain to climb, however, as my second Chinese proverb says, "to eat an elephant, you have to eat it a slice at a time".

I think that means we have two legs and a trunk to go, keep up the good work!

Cheers

Baz

Spring Meeting

The Spring Meeting will take place on the playground at Hugh Christie Technology College on May 2nd. The plan is for the day to start at 09.15 with judging for the Concours. Three rounds of normal racing plus finals (up to 'F') will follow. Then there will be a team and

lastly a skill event. You don't need to form a team, we (Kris Healey) will do that for you – just tick the box for the team event when you book in. Please bring as many crystals as you can because it makes arranging the event so much easier. Having just one crystal at any meeting is not really enough. Luckily (or not) we have two volunteers to run the bar-b-q for us. Your hosts this year will be Jim Litchfield and Dave Sexton's Dad. We will continue to maintain the price as before with drivers paying £5 to race which will include a burger in a roll, sausage in a bun and a soft drink. Non-drivers will pay £1 for the bar-b-q and a drink. There will be a Raffle at the Spring Meeting, so if you have a prize that you would like to donate, we would be grateful if you could give it to Baz on the day.

Trophies and certificates will be presented after the track etc. has been cleared away. We are usually finished around 16.30. Do please remember that the sports hall is not available that day so if it is raining we will have to cancel (or postpone) it. If you are unsure of the weather on the day you can ring my mobile on 07801 453678. **Don't** ring my home number as this will make you very unpopular!

Track Update

The situation with the land at Haysden has not changed appreciably in recent months. When I heard from the Council last the situation was that they were waiting for developments on the cycle route from Tonbridge to Penshurst. This has an effect on us because a concern has been raised about the increase in car movements when we are racing as under the present route we would be sharing the road with the cyclists. The hope is that the Council will be able to construct a cycle route which is fully off-road. They expect to update me within a couple of months. As I said before, this shouldn't stop us looking for other suitable sites. I am still investigating the use of a shipping container to act as a rostrum/ race control/ toilet. One thing we will have to consider if the site is offered to us is security and/or fencing.

Web Site and Forum

Thanks to Dave and Claire for updating the site. At the time of writing there have been over 20,000 hits. There is as most of you know a link to the forum where anyone can discuss anything to do with r/c racing in general or the club in particular. In principle of course it is a good thing to have a facility where open discussion can take place. On the other hand it provides an opportunity for anyone to make (sometimes libellous) comments with total anonymity. Examples would be comments like "rule bending took place at the Enduro" and "I think that WKRCC seems a bit dated". Both of the people that posted were invited to expand on their comments but didn't. You may draw your own conclusions from that. I still feel that those joining the forum should give their full details and not hide behind a pseudonym. The posting of anything unsuitable on the site does the club no good at all.

Finance

As before the club has a very healthy bank balance. We have two accounts – one current that we keep very little money in and a deposit account which gives us much higher interest rates. As I've said previously I always have the account book with me at every meeting and any member is entitled to see it. I'm pleased to say that one person did request to see it a couple of meetings ago.

Fund Raising

Up until the appointment of our Funding Co-ordinator (Baz Healey) the only way we raised any money was via the membership and race fees. This wasn't a problem as we had limited outgoings in that we hired the hall, bought the trophies three times a year and paid for all the incidentals that you need to run the club. With the possibility of having to fund our own track, fund raising became more of a priority. It was obvious that I wouldn't have time to do the job properly myself so asked Baz if he would step up to the challenge.

Fortunately he agreed and since then has worked diligently on behalf of the club. The "Track Builder Treasure Hunt" and the "fill a Smartie tube with 20p's" (which surprisingly raised £117.80) were both his ideas. He was also responsible for the club mugs which are incidentally still on sale for £5.99 each or £5.75 each if you buy two or more. The very first TBTH was won by Rob Dorling and strangely enough Joe Hartfield has won it twice. The advantage of the Treasure Hunt is we get to give someone some cash back instead of always taking it. This is a concept that Ian as a shopkeeper finds hard to come to terms with! To be serious though, it may seem that we are always taking your cash from you in one way or another. I can only say that it is you, the drivers that will benefit most from a proper track – not Ian and I, so I repeat that you all need to get behind those of us that are raising funds on your behalf and support us 100%.

In securing prizes for the Raffle/Auction I know Barry wrote well over 100 letters asking for donations without claiming a penny in postage. It is due to him that we were sponsored by some of the sports leading manufacturers (even EM Models got in on the act). So thank you Baz for all your efforts on our behalf.

Membership

Membership fees (which become due on May 1st) and race fees are to remain unchanged for the 2004/2005 season. Please renew as soon as possible and certainly before the first championship meeting on May 16th if you want the points from that meeting to count. The driver's database is set up in advance of the meeting and there isn't time to alter it to accommodate late payers. You can bring your renewal with you to the Spring Meeting or post it to me at the address on the bottom of the form. If you have a problem paying in one go, speak to me as soon as possible so that we can make some arrangements for you, but don't wait till race day to do it. Please fill in all parts of the form and use one for each family member to make my job easier. Phrases such as "same as last year" or "same as my Dad's" are sadly no longer acceptable. In previous years I've filled in the blanks because I use the forms as my only reference when creating the database - but not this year!

You can join the BRCA (the sports national body) by ticking the necessary box on the form and paying another £10. At the moment this is not compulsory but from an insurance point I think it soon may be. The club insurance has lapsed in order for us to join the BRCA as we believe this is an advantage to us when applying for grants for track building. By joining the BRCA you automatically are insured if you injure a member of the public with your car (anywhere, not just at meetings) or another BRCA member. However it does not cover you when marshalling as this is considered to be an acceptable risk of racing. Your committee would recommend that you do join if only for the benefit of their insurance. You also receive their handbook and copies of "Circuit Chatter" on a regular basis. BRCA renewal does not coincide with ours but becomes due on January 1st each year.

Summer Championship

The Summer Championship will take place on the playground at Hugh Christie Technology College, North Tonbridge (as last year) and will start on May 16th. Please enter by the White Cottage Road entrance and park on the right hand side and across the top of the playground. Racing will start at 09.30 promptly (except for July 11th when everything will be half an hour earlier because of the British Grand Prix). Don't forget that members must be booked in by 09.10 to be sure of a place. The usual format applies in that trophies are awarded to all those that complete seven meetings with best seven from ten to count. The dates are as follows:-

May 16th Round 1
May 30thRound 2
June 13thRound 3
June 27thRound 4
July 11thRound 5 *** 09.00 Start *******

July 25thRound 6
August 8thRound 7
August 22ndRound 8
Sept 5thRound 9
Sept 19thRound 10
Oct 3rdRound 11 (req'd only if a previous meeting was rained off)

Winter Season

October 31stPractice (Provisional date)

Please remember that the track has to be brought from the shed behind the sports hall. It would be appreciated if as many people as possible could help carry it over to the playground. When racing is over we expect everyone to help return the track to the shed and tidy up. When I say everyone, perhaps that ought **not** to include that small number of people who get the track out before most arrive. Please don't make us have to deduct points from those that habitually drive away as soon as the last race is over. As before transmitters are to be left in the pound other than when you are racing or practicing. This includes after your final has taken place with the exception of the last final which is usually the 'A' although this may change outdoors. Make sure that during the practice session after heats you move your transmitter into the **correct box for your final**. Penalties will be applied to missing transmitters. Don't forget that transmitters must have your name on. I'm afraid that the only option if you don't all help will be to keep all transmitters until everything has been tidied away.

Please return practice pegs when you have finished with them so that someone else can use them. Just lately there has been a tendency for a few people to hold on to pegs so that they have them ready for the after heat practice. This is unfair on others who need them.

Following the vote at the last Winter Championship meeting there were nineteen votes in favour of the "run what tyres you like" option and only nine in favour of a control tyre. This is strange as there were 42 members present so a lot didn't use their vote. I hope they don't complain later in the season! In contrast two visitors voted plus two others who don't actually race.

Suggestions have been made about changing the format of the formulas. The first is that we have four formulas instead of three. The second is that we only promote or demote drivers once per year instead of twice. Your thoughts on this would be appreciated.

Club Day Out

I think I may have mentioned before that we are thinking of organising a club event. This may be a box at Brands Hatch or a visit to a Go-Kart track. If you're interested let me know.

Club Logo

The competition to design a new club logo was won by James Brooker. Eventually the response to the competition was good although James submitted about twenty options. The prize was to race free for the indoor season.

Finally

To close this newsletter can I just offer my thanks to all of you who have supported the club this season. It is, as I've said before, your club. Ian and I and the others are only there to try and make it all work on the day.

As always I offer our collective thanks to the following people. To Grant for his track designs, and Steve Andrews who cleans the floor prior to racing. To Steve Hamblin who hands out the transponders and numbers and looks after your transmitters in the pound. To Marleen and Jim who take turns with the Treasure Hunt board and demand money with

menaces so professionally . To Kris for helping with the heats and finals boards. To Mark Turner, Gary Fleet, Steve Andrews and The Denman family who all help get the track out early and to Barry as our Funding Co-ordinator. I suppose I ought to mention Ian who is mostly Master of Ceremonies on race days but as usual it's difficult to find anything polite to say about him!

Remember this is a hobby so do please**enjoy your racing.**

Brian
April 2004

ADDENDUM

The motor limits for the outdoor championship remain unchanged from last summer:-

TQ – Modified motors permitted

F1 and F2 – T27 permitted (silver can if you prefer!)