

## NEWSLETTER No. 60

### Introduction

Welcome to those of you who are new to the club, and possibly to racing. I hope you enjoyed the summer championship with us and will be joining us as we move indoors for what promises to be a very interesting winter. As Ian says later it's good to see old faces returning like Jez Clarke, Andy Doorne (with his team) and Ben Ryan. Equally, it's good to see new faces like Daniel Veness (Ian used to race with his Grandad!!) who is just taking his first tentative steps in this sport. As we all know the learning curve is a steep one. I remember when I first arrived with Dave and Graham back in 1993; we didn't even have a fast charger for the batteries, no pit table and not much idea of what to do. However, that didn't last long. Within a few minutes someone had lent us a charger and we never looked back. I hope we all try to treat beginners in that same way and give them the help and patience they need. For Ian and me that isn't always easy when we're setting up and booking people in, but once the rush is over then we normally have a bit more time to chat and explain things.

### Summer Championship

The closeness of the racing is I think reflected in the scores. There was some excellent racing with some really tight and exciting finals where the lead was changing constantly.

We did in fact use a different method of scoring that only gave points for finals and not for qualifying. Following a committee vote we will be returning to a system very similar to the original one that we had used for many years. More details later under the "Points" heading.

Everyone who has done at least seven meetings is listed below and will receive a trophy at the beginning of next season.

It's good to see an increase in the number of youngsters who are racing with us. As a result your committee decided that by way of extra encouragement we would award trophies for the top three juniors who were under thirteen years of age when the summer season began. As you can see only seven points covered all three. Well done to everybody for an enjoyable season.

### Results

#### Formula 1

1 <sup>st</sup> and Club Champion	Dave Mills	704	points
2 <sup>nd</sup>	Grant Riddall	698	"
3 <sup>rd</sup>	Jez Clarke	688	"
4 <sup>th</sup>	Mike Spurway	682	"
5 <sup>th</sup>	James Brooker	674	"
6 <sup>th</sup>	Shawn Herrington	669	"
7 <sup>th</sup>	Chris Lillywhite	664	"
8 <sup>th</sup>	Tim Fry	658	"
9 <sup>th</sup>	Gary Wise	640	"
10 <sup>th</sup>	Andy Crawford	638	"
11 <sup>th</sup>	Steve Collins	592	"
12 <sup>th</sup>	Danny Litchfield	585	"

## Formula 2

1 <sup>st</sup>	Andy Creasey	631 points
2 <sup>nd</sup>	Andy Doorne	630 “
3 <sup>rd</sup>	Martin Warmington	613 “
4 <sup>th</sup>	Joe Hartfield	609 “
5 <sup>th</sup>	Simon Taylor	607 “
6 <sup>th</sup>	Nick Riddall	596 “
7 <sup>th</sup>	Steve Griffen	574 “

## Formula 3

1 <sup>st</sup>	Luke Riddall	585 points
2 <sup>nd</sup>	Rhys Herrington	564 “
3 <sup>rd</sup>	Josh Doorne	559 “
4 <sup>th</sup>	Jake Hill	557 “
5 <sup>th</sup>	Tom Doorne	543 “
6 <sup>th</sup>	James Knight	538 “
7 <sup>th</sup>	Mike Mattess	520 “
8 <sup>th</sup>	Nathan Blanchard	511 “
9 <sup>th</sup>	Jamie Ashcroft	509 “

## Junior Championship

1 <sup>st</sup>	Rhys Herrington	564 points
2 <sup>nd</sup>	Josh Doorne	559 “
3 <sup>rd</sup>	Jake Hill	557 “

## **Trophies**

As well as the summer championship trophies that will be presented within the first couple of winter meetings, we will also be presenting three other trophies. The first is the large inscribed shield for the Club Champion. The second is the “Chris Janes” trophy which is given to the club’s most improved driver and the third is the Clubman trophy. This is awarded to someone who in the committee’s view has been of significant help to the club.

## **Points**

It was decided at the last committee meeting that we would revert to the points system that we had used previously. Points will now be awarded for your qualifying position after the heats, meaning the top qualifier gets 150 points (plus 1 for fastest time) second place gets 149, third place gets 148 and so on down the list. In the finals the same thing happens with the winner of the ‘A’ final getting 150 points, second place 149 and so on all the way down through the finals to the last person in the bottom final. Points will be updated on the web-site, usually on race day, and will also be available on a printed sheet at the following meeting.

## **Committee**

The committee were extra busy for the second half of the year preparing for carpet racing.

It was intended that Richard Hathaway would take over from me as Secretary this year, but because Richard has moved for his job, then sadly (for you) I’ve retained my original role. To spread the load James Brooker has taken over the PR duties which means he ensures that the r/c magazines have up to date information about our meetings. He will also liaise with local papers should we have an event of wider public interest. Although the work generated by implementing the carpet is dealt with as a joint effort, Claire Piper has “headed up” this project and done all the ordering and arranging necessary, with help from Tim Fry. As usual Jim Litchfield has moved among you to part you from the occasional pound to put into the Track Builder Treasure Hunt.

All the agendas and minutes from committee meetings are available for you to read on the club's web-site via the forum.

### **Outdoor Track**

There is very little news about the outdoor track that we are hoping to build at Haysden Country Park in Tonbridge with the Council still looking for a route to take the cycle track fully off road. The original designer (of the cycle track) has been brought back in to try and devise a route that would only utilise land owned by TMBC. Once this is agreed we hopefully can move ahead with the planning application that was lodged exactly two years ago. During that passage of time however the "Awards for All" scheme has raised the ceiling on it's maximum grant award to £10,000.

### **Finance**

The club now has three bank accounts. We have a current account for day to day use, a deposit account which gives us a bit more interest and now a high interest bond (for six months) giving more interest still. In total there is a little over £14,000 in these at the moment.

### **Web site**

The number of hits stands at over 41,500. Thanks to Dave and Claire for administering it. There is a member's forum that lets you discuss any topic you like and allows for information to be passed on easily about things such as club events. If you are a club member and haven't used the forum then go to [www.wkrcc.co.uk](http://www.wkrcc.co.uk) , click on the forum button and then click the link to create an account. You will get an e-mail back to tell you your log in details.

### **For Sale**

We have a new Mtroniks Cirrus speed controller for sale for about £65 and a set of Trinity 3000 cells for £10. These are items donated to the club by our sponsors. Please see me if you're interested.

### **Winter Championship on Carpet**

I think most of you know by now that when we resume racing on October 29<sup>th</sup> it will be on carpet for the first time in the clubs twenty one year history. The decision was taken to change over to carpet because that seems to be the way that all indoor clubs are going and of course in order to survive and grow we must be willing to adapt. This however is not a cheap option. Fortunately for the club we were given a grant by "Awards for All" (A4A) which is part of the National Lottery, initially to assist in building an outdoor tarmac track at Haysden. As I've said above under the "Outdoor Track" heading we are still waiting for planning approval. A4A then gave us an extension to the time allowed for us to use the money but ultimately agreed to it being spent on the carpet and all the other incidentals necessary for its use. The award of £5,000 (sadly now all spent) was the maximum that they were able to make which, as I've said before, demonstrates the validity and quality of the bid that was made at the time.

The use of carpet is bound to mean some changes in the way that things are organised on race days. We intend to limit the number of drivers to 60 which means in simple terms six heats. However the old formulas have gone and instead you will have the choice of running either super stock (19 turn with fixed timing) or 27 turn stock. You will still be graded by ability so that you will almost certainly still run with the same group of drivers as you do now. The problem with having two motor classes along with a limit on the number of drivers is that it is impossible to guess how many of each class there will be. **So, if you intend to take part this winter please let me know in advance that you will be racing and which class you want to be in.** This will mean that you will have priority over visitors. If you don't let me know then you may find that your class is full. You can ring the number at the top of the front page or e-mail me at [brian@wkrcc.co.uk](mailto:brian@wkrcc.co.uk) by 24<sup>th</sup> October.

There will be three booking options for different groups of drivers. Firstly, members will need to contact me as above. Secondly, we have a pre booking form on the web-site for non members to say which meetings they want to do and to leave their details. This will help Ian and I enormously because I can enter all the driver details in advance so booking in on race days will be much quicker. There will be a list so they can tick themselves off on arrival up until 09.00. Thirdly, there will be visitors who can turn up on the day and take a chance as to whether there is space for them or not. There will be a visitor sheet for them to sign in on so we can allocate places in order. Again, they must have done this by 09.00. There will be an information page on the website to explain how things work and rules for the use of the hall.

All this means that members need to be booked in by 09.00 at the very latest. Please remember this as we don't want to have to turn our own members away just because they were late arriving. It is possible that we may reach our 60 car limit without any visitors but at least if non members pre-book they won't make a wasted journey. Please help us to help you by being booked in early so there is more chance of starting sharp at 09.30 and having a hassle free mornings racing. Incidentally all non members must bring their BRCA card with them.

Please bear in mind that the prices for racing in the hall are:- Seniors - £4, Juniors - £3 and Visitors - £7. However there is the chance to save a few pounds by paying in advance for all eleven meetings but it will only cost you the price of nine. That equates to £36, £27 and £63 respectively. What a bargain!!

The arrival of carpet will mean that the old wooden tracking will not be used inside any more. Instead we will use square section down-pipe with Velcro to attach it. Ian is working on joining pieces for the down pipe at the moment. Tim and Grant have found some flexible plastic that we can use to make sweeping corners and hairpins. The new carpet and tracking requires a shed of its own which fortunately the school has agreed to let us build close to the hall doors meaning no more trips across the playground with the trolley for Nick. Changes are needed to the way the computer is set up as there will no longer be formulas as such, just motor classes.

We intend to do away with the transmitter pound at least for the first meeting to see if there are any problems. If there are issues with drivers switching on transmitters in the pits then the pound will return.

We will enforce a minimum ride height of 5mm to ensure there is no damage to the carpet. There will be a gauge at race control so that you can check your cars.

When your race has finished please put your car on the scrutineers table and go straight out to marshal as the time between heats is only two and a half minutes. Please put the high-vis vest on so we can see instantly that marshals are in position. Anyone not in their marshal position when the race tones start will be considered to be late and have points deducted.

There will be no control tyre but mini pins, foams and blocks are banned. This means you can use either slicks or treads. After talking to drivers I think the majority will run slicks with additive because once additive gets onto the carpet, treaded tyres are less effective. Additives containing Wintergreen (or any substance with an odour) are specifically banned. The only additive permitted will be the Nosram/LRP type that is completely odour free. Anybody attempting to use additive other than this can expect a less than chummy visit from big Jim Litchfield who will explain the error of your ways in words of very few syllables.

When racing is over we expect that all drivers who have raced that day make some effort to help tidy away the carpet, tracking and all the other odds and ends. I'm afraid that didn't happen outdoors as the same people slipped away quietly without helping at all.

Points will be awarded to all drivers and displayed on the website but only members points will be used in calculations for trophies.

Hayesbrook School has certain rules that we all need to follow; the most important ones being that the entire site is **no smoking** and that **trainers** must be worn in the hall. You cannot wear outdoor shoes in there. Food and drink is not allowed in the hall proper but is allowed in the entrance halls at both ends. As before we can drive down to the hall to load and unload but we must move our cars up beyond the barrier to park.

As you can see there is an awful lot going on at the moment to ensure that come October 29<sup>th</sup> we are all as ready as we can be for what I hope will be a really enjoyable championship. However I hope that you will be patient if we need to do some final "tweaking" on the day.

Can I just remind you that if you need to ring about anything on a Sunday morning, for instance if the gates are still shut, please don't ring home numbers but instead use the club mobile number which is **07870 163792**.

One thing we need to consider for next summer is what to do if we are outside and it rains. Do we go into the hall and use carpet or do we use the current floor surface?

### **Enduro**

Ian and Tim are currently working on arrangements for the club's **Enduro 2007** meeting on February 18<sup>th</sup>. I understand there are going to be eight teams battling it out but there will be more information about this later.

### **Congratulations**

On behalf of the members I offer our congratulations to Dan Hamblin for gaining a degree in mechanical engineering. Well done Dan. Hope the driving lessons are just as successful!

Also to be congratulated is that old veteran of racing Mike Spurway who is, believe it or not, 60 years old. He's one of those lucky people in that he never looks any older. Ian says that he knew him thirty years ago and he looked 60 then!

I know we're all glad to see Martin Warmington back on his feet after what seems like ages in a wheelchair. Martin has been the subject of a lot of well intentioned ribbing (mostly from me) but has borne it with his customary good humour.

### **Thank You**

It's as true now as it's ever been that the success of the club is dependant on the help it gets from its members. In short what you get out is proportional to what you put in. Grant is still our master track designer although he actually missed a week this year when he went on holiday allowing Mike Spurway to fill in for him. Ian spent considerable time and effort in fitting the lean-to shed and making it "fit for purpose" when it became clear that it wouldn't stand up to the rigours of life at Hayesbrook School for very long. Steve Hamblin is still our transponder and transmitter man even when Dan isn't racing with us. I offer all of them our thanks and also that small group of people who help get the track and edging out in the morning and those who help put it away again afterwards. Thanks to you all.

### **Finally**

Don't forget this is a hobby so do please.....**enjoy your racing.**

*Brian. October 2006*

ps Thank you to Jim, Steve A, James, Gemma, Simon, Laura, Dave, Claire, Tim and Grant for all their hard work on building the shed to house the carpet.

## Chairman's Chatter

Well – another summer over. It seems to go so quickly once we get to May and before we know it we're into September and all the holidays are over, the mornings are a bit colder and the evenings have drawn in so quickly.

It's been an interesting season with some new drivers having joined us and some old faces turned up again. It is so nice to see Jez Clarke racing again and Dave Penfold made an appearance.

To most of you Jez Clarke was a complete stranger. But not to Grant Riddall and Steve Andrews – they knew he wasn't a bad driver and there could be some competition. Jez used to race off road at the club a very long time ago before anyone ever thought of racing saloon cars. Most drivers were racing 4wd Tamiya and Kyosho cars but Jez had a secret weapon – a Tamiya 2wd Falcon which was much modified and very quick in a straight line although not so good on the "wiggly bits" but he could really drive that car well and gave all the 4wd cars a good run for their money.

Grant said to me at one meeting this year "this is like old times with Grant, Steve and Jez all back racing again". So stay with us Jez, it's great to have you back.

Racing back in those early days was all so simple without all the sophisticated equipment being used to set up the cars and monitor batteries. Nobody ever thought about even trueing a commutator or using different tyres for varying conditions – racing was so simple and in some respects a lot more fun. I'm sure people in full size motor racing say the same thing – it's not like the old days.

Grant Riddall isn't working on an "onboard fire extinguisher" but he said he's thinking about it. If you missed the meeting where Grant's speedo caught fire then you missed the best fire I have ever seen, the car was completely engulfed in smoke. Unfortunately nobody had a camera handy but it was pretty spectacular.

With the forthcoming winter season racing on carpet, I cannot emphasize how important it will be to have sufficient people at the club very early to help lay down the carpet and generally help in getting everything ready so racing can start at 9.30 sharp. It is highly likely that we will have more drivers wanting to race at the club which will make the program a bit longer but we will put a limit on numbers to keep the meetings to a manageable level.

Well that's all for now folks – see you at the winter practice meet.

*Ian. October 2006*

## **2006/2007 Winter Championship**

29 <sup>th</sup> Oct 2006.....Practice	12 <sup>th</sup> Nov 2006.....Round 1**
26 <sup>th</sup> Nov 2006.....Round 2	10 <sup>th</sup> Dec 2006.....Round 3
24 <sup>th</sup> Dec 2006..... <b>No Meeting</b>	7 <sup>th</sup> Jan 2007.....Round 4
21 <sup>st</sup> Jan 2007 .....Round 5	4 <sup>th</sup> Feb2007.....Round 6

## **\*\*\*\*\* 18<sup>th</sup> Feb 2007 . . . . . Enduro\*\*\*\*\***

4 <sup>th</sup> March 2007.....Round 7	18 <sup>th</sup> March 2007.....Round 8
1 <sup>st</sup> April 2007.....Round 9	15 <sup>th</sup> April ..... Round 10

\*\* 12<sup>th</sup> November is Remembrance Sunday and in common with other sporting fixtures on that day we will observe the two minutes silence at 11.00am.