

## NEWSLETTER No. 61

### Introduction

Welcome to everyone, especially those who joined us for the first time to race on carpet at the winter championship. I hope you all enjoyed your racing and for those “old members” I hope the change to carpet was both worthwhile and rewarding.

### Winter Championship

The change to carpet was one that the committee had considered before, but it wasn't until we got the OK from “Awards for All” to use their grant for that purpose that we felt we could go ahead. Claire Piper took responsibility for steering the project which meant purchase of the shed and carpet, liaison with the school and organizing the working parties. Fortunately James Brooker was able to secure a large quantity of square section down pipe to form the tracking whilst Claire's Dad provided the racking.

The working parties took place on a Saturday when the base and path were laid, and on the Sunday when the shed was erected and the racking installed. Thanks to Jim Litchfield, Simon Taylor and Laura, James Brooker and Gemma, Claire Piper, Dave Mills, Grant Riddall, Tim Fry and Steve Andrews. Sorry if anyone has been omitted! Special thanks to Steve for transporting the shed and carpet and for collecting the sheets of timber for the shelves.

The weekend after the working parties the team did a “dry run” to see how long it would take to lay the carpet and track and how long it would take to pack away. From this we decided that we ought to be in the hall at 7.00am on race days with the task of preparation falling mainly to committee members but not entirely. The regular “early shift” consisted of James Brooker and Gemma, Simon Taylor and Laura, Steve Andrews, Tim Fry, Shawn and Rhys Herrington and Mike Spurway. Not surprisingly these, plus some others, are the last people left behind to clear everything away again. In particular James and Simon have mostly been responsible for ensuring that everything in the shed is packed correctly.

Once the carpet was down it was over to Grant to build the track using the square down pipe. Ian spent many hours making the joining pieces and also the flexible lengths that formed the more sweeping corners. Very often the construction method had to be modified before the best and most robust option was found.

I must say it was good to see the meetings generally being so well attended. It was also gratifying that so many drivers from other clubs such as Barham, Sidcup and Eastbourne (a large contingent) came along and contributed to such excellent racing.

In race control the fresh influx of drivers meant something of a logistical nightmare. Fortunately Dave Mills had devised an on-line system to allow drivers to book in for the meetings they wanted. This in turn updated a table in real time to show who was guaranteed a place and who was on the reserve list. It was made quite clear that initially all members were booked in to all meetings by default unless they told me they were going to be missing, and then non-members would take the remaining places in order of booking. The onus was placed on all drivers to contact me in some way if they weren't able to use their allocated place, so that it could be offered to someone on the waiting list. Unfortunately, in general this did not happen which

shows a lack of consideration for others. For next years indoor season it's possible that there may be some changes to the way drivers book in and pay but that will be for the new committee to decide.

Normally trophies are only awarded to club members, but we decided that as there had been such a good response we would award first, second and third trophies to the overall winners of both stock and super stock irrespective of them being members or not. There will also be trophies awarded to junior members who were under the age of thirteen at the start of the championship. In future there may be some changes to the number of qualifying rounds required for a trophy and also to the way points are allocated, particularly towards the end of the season. The two leg finals at the last meeting did add an extra racing element to the day I think.

## **Results**

### **Overall Winners - Superstock**

1 <sup>st</sup>	Alex Boniface	2090 points
2 <sup>nd</sup>	Grant Riddall	2063 “
3 <sup>rd</sup>	Shawn Herrington	2032 “

### **Overall Winners - Stock**

1 <sup>st</sup>	Stuart Colby	2101 points
2 <sup>nd</sup>	Glen Relf	2075 “
3 <sup>rd</sup>	James Brooker	2069 “

### **Club Championship – Superstock**

1 <sup>st</sup> and Club Champion	Alex Boniface	2090 points
2 <sup>nd</sup>	Grant Riddall	2063 “
3 <sup>rd</sup>	Shawn Herrington	2032 “
4 <sup>th</sup>	Mike Spurway	2030 “
5 <sup>th</sup>	Danny Litchfield	1991 “
6 <sup>th</sup>	Andy Doorne	1984 “

### **Club Championship – Stock**

1 <sup>st</sup>	Stuart Colby	2101 points
2 <sup>nd</sup>	James Brooker	2069 “
3 <sup>rd</sup>	Steve Andrews	2038 “
4 <sup>th</sup>	Andy Creasey	2031 “
5 <sup>th</sup>	Andy Crawford	2010 “
6 <sup>th</sup>	Tim Fry	2007 “
7 <sup>th</sup>	Gary Wise	1965 “
8 <sup>th</sup>	Simon Taylor	1931 “
9 <sup>th</sup>	Martin Warmington	1928 “
10 <sup>th</sup>	Ben Ryan	1924 “
11 <sup>th</sup>	Simon Honeysett	1916 “
12 <sup>th</sup>	Luke Riddall	1911 “
13 <sup>th</sup>	Steve Collins	1903 “
14 <sup>th</sup>	Rhys Herrington	1835 “
15 <sup>th</sup>	Josh Doorne	1830 “
16 <sup>th</sup>	Tim Boniface	1830 “
17 <sup>th</sup>	Andy MacEwan	1808 “

18 <sup>th</sup>	Daniel Veness	1807 points
19 <sup>th</sup>	Tom Doorne	1801 “
20 <sup>th</sup>	James Paine	1795 “
21 <sup>st</sup>	Joe Hartfield	1780 “
22 <sup>nd</sup>	Steve Griffen	1751 “
23 <sup>rd</sup>	Peter Gilbert	1724 “
24 <sup>th</sup>	Robert Field	1720 “
25 <sup>th</sup>	Mike Mattess	1704 “
26 <sup>th</sup>	Jamie Ashcroft	1689 “

### **Club Championship – Juniors**

1 <sup>st</sup>	Rhys Herrington	1835 points
2 <sup>nd</sup>	Josh Doorne	1830 “
3 <sup>rd</sup>	Daniel Veness	1807 “
4 <sup>th</sup>	Jamie Ashcroft	1689 “

Well done to all the above who will be getting a trophy, possibly at the round one or round two meeting. In total sixty nine drivers took part in the stock class and thirty took part in superstock but only those with the required number of meetings will receive trophies. Thanks to all of you who supported our first ever carpet championship.

### **Summer Championship**

These are the dates for the summer season and all are on our regular two week cycle except for July 8<sup>th</sup>. Gates will open at 8.00am with racing starting at 9.30am.

Practice	29 <sup>th</sup> April 2007		Round 5	22 <sup>nd</sup> July 2007
Round 1	13 <sup>th</sup> May 2007		Round 6	5 <sup>th</sup> August 2007
Round 2	27 <sup>th</sup> May 2007		Round 7	19 <sup>th</sup> August 2007
Round 3	10 <sup>th</sup> June 2007		Round 8	2 <sup>nd</sup> Sept 2007
Round 4	24 <sup>th</sup> June 2007		Round 9	16 <sup>th</sup> Sept 2007
<b>No Meeting</b>	<b>8<sup>th</sup> July 2007</b>		Round 10	30 <sup>th</sup> Sept 2007

For the summer championship we will be reverting back to formulas. I will use the results from the practice meeting to fine tune which formula you will be in. If you can't make the practice I will make a best guess and then adjust it as necessary when you start racing. However it would greatly assist me if you can let me know whether you will be racing in the summer or not as if you won't be then I don't need to work out your formula.

The school has agreed to us racing on the tennis courts providing that we wear trainers, don't pit or don't eat or drink inside the court itself. We can pit on the grass, the playground area or anywhere apart from where the building is taking place. We used the courts once last year and the grip level was much better.

For outdoors F1 will be allowed to choose whatever motor they want, whilst F2 and F3 will have to use stock or silver can if they wish. Tyre choice will be open apart from a ban on mini-pins

and foams. **Please note that tyre additives are specifically forbidden on the tennis courts.** Incidentally, the transmitter pound will be back in use outdoors.

Please bear in mind if you are there early and help to set up, that we are closer to local residents when we use the tennis courts so do be careful about the amount of noise you make first thing, especially try not to drop the wooden tracking onto the tarmac.

Unfortunately there is no spring meeting this year for two reasons. Firstly, last years meeting was poorly attended because when some drivers found out it would be indoors due to the weather, they turned round and went home. It's a fact that it takes as much time and effort to prepare a meeting for fifty drivers as it does for twenty. The second reason is that the Tour de France passes down Tonbridge High Street on July 8<sup>th</sup> which is one of our race days. As roads will be closed from early morning and enormous crowds are expected we decided to miss that date out. It might also be an advantage to start the next winter series slightly earlier so we get a short break between championships. The dates are already sorted but I might be able to move things by a fortnight.

Race fees remain at £3 for seniors, £2 for juniors and £5 for visitors. If the weather is bad and the hall is free I'm afraid everyone will have to pay an extra £1 on the day. In these circumstances we will use the hall floor surface and not carpet so a set of mini-pins would be a good idea.

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

### **Enduro 2007**

Ian mentions the Enduro later in his chat. It was an excellent mornings racing although I would have liked to have seen more of our own members taking part. After three hours of continuous running (apart from a few safety car incidents) the results were as follows:-

Position	Team	Laps
1 <sup>st</sup>	Eastbourne "A"	749
2 <sup>nd</sup>	Barham	743
3 <sup>rd</sup>	Sidcup "A"	733
4 <sup>th</sup>	West Kent "A"	704
5 <sup>th</sup>	Sidcup "B"	655
6 <sup>th</sup>	Eastbourne "B"	609
7 <sup>th</sup>	Sidcup "C"	592
8 <sup>th</sup>	Eastbourne "C"	578
9 <sup>th</sup>	Ruggins Racers	493

Congratulations to Eastbourne and to all the other clubs for coming along for a morning's fun which is essentially what it was all about. Well done to all those in Ruggins Racers for taking the trouble to form your own team. Thanks to Dan for driving the pace car and to Steve Hamblin who helped Ian while Jim and I were outside moving the sheds that hold the summer tracking.

### **Membership**

Can I remind you all that memberships expire on April 30<sup>th</sup>. If you are going to renew can you please do so as early as possible. The yearly charges are still the same and haven't changed for the last six years. Seniors pay £25 and juniors (under 17) £12.50, whilst there are discounts

for family groups for example £35 for one junior and one senior. Please ask me if you are unsure of how much you need to pay.

### **Committee**

This year we did not need an election as there were exactly the same numbers of candidates as there were places to be filled. Your new committee in alphabetical order is James Brooker, Steve Collins, Tim Fry, Shawn Herrington, Jim Litchfield, Brian Mills, Grant Riddall and Ian Skilling. Thanks to the retiring members who are not standing for re-election again. The first meeting for the new committee will take place at Jim's house in Groombridge on 25<sup>th</sup> April at 19.45hrs. If members have any items or issues they would like to be raised at the meeting please let me know at [brian@wkrcc.co.uk](mailto:brian@wkrcc.co.uk) The agendas and minutes of all committee meetings are on the members area of web-site.

### **Finance**

The club finances are extremely healthy with most of our cash held in a deposit account and just enough for day to day expenses kept in the current account. Last year we moved some money into a short term bond that earned us a higher rate of interest but this has now finished. The club accounts are with me at all the meetings and are available for any member to look at.

The track builder treasure hunt is still going thanks entirely to the efforts of Gemma and Laura. Thank you both for taking that over as Jim is now employed full time as scrutineer.

### **Web-site**

The site is still well used and now has a non-members area that was set up in time for the winter series. Thanks to Dave and Claire for administering the site and also for making the changes required for on line booking to take place. I would very much like to see everyone entering their real name into their forum profile although you can of course pick whatever username you like. Anonymity always brings suspicion whether or not it is justified.

### **Outdoor Track**

There are signs that things may be starting to move but I'm afraid it's too early yet to know exactly what the outcome may be. I hope to hear from TMBC within a few weeks about how we can move things forward and will obviously update members via e-mail and the web-site forum when there is anything concrete to report.

### **Congratulations**

I'm sure you would all like to join me in congratulating Danny Mattess and his wife Katie on the birth of their son Jacob. Bad news is that things won't get any better until he's in his mid twenties!

### **Finally**

Thank you to everyone who during this busy winter season has helped the club in any way at all and of course thanks to all the drivers from whatever club, who came along and gave us some great racing.

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

*Brian. April 2007*

## **Chairman's Chatter**

The winter season is over and what a season. The switch to carpet has really put us on the map for indoor racing. I must say what a fantastic effort has been put in to get the whole thing going.

Many thanks firstly to Clare for organising the new shed and ordering the carpet. Also to all the team for getting the shed up and all the carpet safely stowed away on the racks supplied by Clare's Dad. I must also thank the early morning team who have turned up without fail every Sunday to put all the carpet down and lay out the track. So well done to all the guys and girls in the 7.00am team.

I chose to take on the making of the many parts for the track which I must admit has been really successful. Although I have spent many hours in the workshop either repairing or constructing new parts to cut down on all the breakages, which seemed to be excessive in the early weeks but they have certainly been a lot less latterly. Must be getting better at avoiding the breakages or the driving has improved or maybe a bit of both.

As for the racing I think that has been really sensational. We have had some really top class racers come along which has made it all very interesting. Everyone who attended was very impressed with our friendly atmosphere. At race control I can honestly say we did not have any major disputes and if there were any minor ones they were settled amicably.

The three hour Enduro in February was a roaring success and all those attending had a great morning's racing. It certainly was close, at half distance the two leading teams were actually on the same lap but Eastbourne eventually went on to win by five laps (about one minute). That was close racing and enjoyed by all. Many thanks to Tim Fry who, along with myself organised the whole thing. Also thanks to the drivers running 2.4 GHz radios because if you were running 40meg I don't think we would have ever sorted out the frequencies.

Just one more thing I must mention. We still have to improve the marshalling. Some drivers just forget that YOU MUST MARSHAL AFTER YOUR RACE. You put your car on the scrutineering table and go straight to your marshal position. Not back to the pit area to chat to your mates. When the drivers are on the rostrum the marshals should all be at their posts. If you are unable to marshal you must find somebody to do it for you.

Now that is all I have to chatter about this time and don't forget – we do it all for fun.

*Ian. April 2007*