



www.wkrcc.co.uk



WEST KENT RADIO CAR CLUB

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NEWSLETTER No. 62

Introduction

Welcome to all those of you who are new to the club. I hope you enjoyed racing with us in the summer and will continue to do so during the winter on carpet. If at any time there is something you are unsure of, please feel free to either ask at race control or speak to any of the committee members for advice.

Summer Championship

I must say that it was good to see so many visitors from other clubs, but mostly from Sidcup and Sevenoaks. As always there was some good tight racing with some results not being decided until the very last round. Most notably in F1 between Vince and Andy who were separated by three points, and also in F2 between Ben and Steve.

The weather played a major part this season, more so than for many years. We were fortunate that in all but one instances of rain we were able to use the sports hall which meant we only lost one meeting. Due to this the final score are based on your best 6 from 9. Also thrown into the mix was the fact that we lost out on a really good day (July 8th) because of the Tour de France coming to town.

The results below list everyone who attended at least six meetings and therefore qualified for a trophy. If you raced but do not appear it will be because you didn't attend enough, although your results will still be available to view on the web-site.

By way of a reminder for those who don't know, points are awarded in the following way. The fastest qualifier after three rounds of heats gets 150 points, second 149, third 148 and so on. In the finals the winner (or highest placed finisher in each formula) gets 150 points, second 149, third 148 and so on down through the finals. The fastest qualifier (in each formula) after the heats are over, gets one extra point.

Results - Superstock

Table with 3 columns: Rank, Name, Points. 1st and Club Champion: Dave Mills, 1804 points; 2nd: Grant Riddall, 1790; 3rd: James Brooker, 1778; 4th: Dan Hamblin, 1757; 5th: Shawn Herrington, 1745.

Results - Stock F1

Table with 3 columns: Rank, Name, Points. 1st: Tim Fry, 1799 points; 2nd: Vince Menzies, 1780; 3rd: Andy Crawford, 1777; 4th: Andy Doorne, 1762; 5th: Simon Taylor, 1731.

## **Results – Stock F2**

1 <sup>st</sup>	Ben Ryan	1760	points
2 <sup>nd</sup>	Steve Collins	1758	“
3 <sup>rd</sup>	Luke Riddall	1749	“
4 <sup>th</sup>	Josh Doorne	1726	“
5 <sup>th</sup>	Daniel Veness	1711	“
6 <sup>th</sup>	Rhys Herrington	1704	“
7 <sup>th</sup>	Andy MacEwan	1694	“

## **Results – Stock F3**

1 <sup>st</sup>	Tom Doorne	1732	points
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## **Results – Juniors**

1 <sup>st</sup>	Daniel Veness	1711	points
2 <sup>nd</sup>	Rhys Herrington	1704	“

## **Trophies**

I hope that we will have the trophies for the summer championship in time to present them at either the practice meeting or at round 1. Apart from these we also present (at this time of year) two other trophies. The first is the “Clubman” trophy and is given to someone who has regularly been of help to the club over the last year. The second is the “Chris Janes” trophy (in memory of one of the club’s founders) that is given to the person that the committee considers to be the most improved driver.

## **Web-site**

The club’s web-site has remained largely unchanged since it first appeared in 1999. Dave and Claire had been considering an update for a while, but a change was forced on us when we decided to cater for on-line payment for the winter series. I hope you have looked at the site and found it both interesting and informative although there are still a few “tweaks” to be done and pages that are under construction. The results page is just one that has improved dramatically; as you can now look at the times you did in every lap of every race.

The forum is also well used with up to date information and chat, not all of it about racing. I would ask that if you do post on the forum that you bear in mind that the non-members pages can be seen by everyone and anyone and as such provide outsiders with perhaps their first impression of the club. As we have many young members please can I ask that you use language that is appropriate.

When the new site was being prepared, the old one was removed (apart from the forum) and replaced with a countdown message about how long was left before it “went live”. I was amazed by how many people were sitting in front of their computers waiting for midnight to see the new site as it was launched! On your behalf I’d like to say “thank you” to Dave and Claire for all the time and effort they have put into the site’s success. The web site is at [www.wkrcc.co.uk](http://www.wkrcc.co.uk)

## **Track update**

At the moment (as some of you are already aware) we are looking at two possible sites for a permanent tarmac track. The first is at Haysden Country Park in Tonbridge on land owned by Tonbridge and Malling Borough Council, which is currently stalled in planning. The second is on private land on the Hildenborough/Leigh borders. Any developments, when they come, will be posted on the forum. There is an option to apply for another grant from the Lottery Commission

via “Awards for All” but at the moment the tennis courts provide an excellent surface to race on, so the urgency in finding a permanent site is not so great.

### **Winter Championship**

For all those of you taking part in the winter carpet series, battle commences on October 28<sup>th</sup>. Gates open at 08.00 so you can arrive any time after that but the sooner you are there the sooner you can be booked in. If you have any problems with access on Sunday mornings ring the club phone on 07870 163792 and not home numbers. There will be a notice on the school gates with this number on if you get stuck outside.

As usual there will be eleven meetings with the first being a practice. This runs in exactly the same way as a championship meeting but without points being awarded. From the remaining ten meetings (each of which consist of three qualifying rounds and a final) you need to attend at least seven to compete in the championship and qualify for a trophy.

### **Booking in**

Booking in has changed this year due to the large number of members and visitors who booked last year but didn't turn up. This creates two problems for the club. Firstly if we are not told in advance of non-attends then we can't contact drivers on the reserve list to tell them they can race. Secondly, we need to ensure that the series is self financing. The club doesn't exist as a money making concern – so providing we can cover the hall hire and trophies costs then there is no problem. With this in mind we introduced a half year membership for those who would race only in the winter. However we need to bear in mind that we still want to build a permanent tarmac track so if we make a small profit then so much the better. With these considerations in mind the committee decided that we would introduce pre-payment for this season. Although this increases the workload prior to the season starting it ought to reduce it on race days. Two payment options are offered – PayPal and cheque. Unfortunately this has lead to a small number of people making bookings but not following this up with payment in a reasonable time which clogs up the system. One plea that I would make is this:- **If you know that you won't be able to attend a meeting that you have booked, please let me know as soon as possible so I can offer that place to someone else.**

### **Motor classes**

There was a lot of debate about how to structure motor classes for the winter. Following investigations by committee and a lot of forum activity we settled on four classes that would run in two groups. So stock brushed will run with 13.5 brushless and super-stock brushed will run with 10.5 brushless although all four will effectively have their own championship with separate points.

My intention is (depending on numbers) to split either one or both classes into formulas so that those lower down can hopefully see themselves progressing during coming championships.

### **Batteries**

We also considered (again) whether we should allow the use of LiPo batteries because of concerns about advantages being gained in using them and about their safety record. In order to address the safety issues the committee decided that:-

- Only LiPo batteries in a hard case would be permitted
- Charging must take place in either a metal container or LiPo sack
- A cutoff device to prevent discharge below a certain voltage must be used

### **Weight and ride height**

The minimum ride height of 5mm will be the same as last year, but a minimum weight limit of 1500g has been introduced in an attempt to “level the playing field”. This means that if you use a personal transponder your car must weigh at least 1500g. If you use one of our handout

transponders, your car must weigh at least 1500g **without** a transponder in place. We have a set of scales and a ride height gauge at race control for you to check your car with. Repeated infringements will result in a loss of ten championship points.

Whether all of the above changes prove to be the right ones or not we will have to wait and see but obviously we can fine tune them and make alterations if required for next year.

### **Rules for the club and hall**

It isn't much fun to have to either make rules or implement them, but some are necessary to make life fair for everyone and to keep the school happy.

Firstly, school rules:-

- No smoking anywhere on the school site
- Trainers only in the hall (applies to pit crew and spectators that you bring). Trainers with rollers in the heels are not allowed.
- No food or drink in the hall itself but it is allowed elsewhere in the building
- Parking on the playground only to load and unload, otherwise park beyond the lift up barrier (we are aware of one car with a blue sticker).
- No litter to be left either inside or outside

Secondly, club rules:-

- **Everyone must show their BRCA card within the first three meetings**
- Treat other drivers and their property with respect
- Foul or abusive language will not be tolerated
- Allow lapping drivers through
- Ensure there are no screws protruding from your car's chassis
- Ensure the body shell has no sharp corners
- Straight out to marshal after your heat – leave your car and transmitter at scrutineering
- When marshalling watch only your area and not the race
- When marshalling wear your tabard
- 12v batteries must be in a leak – proof container
- Totally odourless tyre additive must be used – wintergreen is expressly prohibited
- No practice without a peg
- Don't hog a practice peg – others will be waiting
- Practice only from the rostrum
- Run the correct number on your car and a reverse sticker if you have reverse on your speedo (stickers available from race control)

Please bear in mind that there are a limited number of mains sockets in the hall and changing rooms so bring a 12v battery if you have one. When booking in is open, most of you will only need to come and tell us your name so that we can tick you off a list. When racing is over if you want to stay behind briefly and help clear away that would be appreciated. I will attempt to have the results on the web site on the day of racing if at all possible. We are hoping to run a concourse on the first meeting after Christmas but more details about that later.

Practice	28 <sup>th</sup> October 2007		Round 5	20 <sup>th</sup> January 2008
Round 1 **	11 <sup>th</sup> November 2007		Round 6	3 <sup>rd</sup> February 2008
Round 2	25 <sup>th</sup> November 2007		Round 7	17 <sup>th</sup> February 2008
Round 3	9 <sup>th</sup> December 2007		Round 8	2 <sup>nd</sup> March 2008

<b>No Meeting</b>	<b>23<sup>rd</sup> December 2007</b>		Round 9	16 <sup>th</sup> March 2008
Round 4	6 <sup>th</sup> January 2008		Round 10 & AGM	30 <sup>th</sup> March 2008

\*\* 11<sup>th</sup> November is Remembrance Sunday and in common with all sporting events on that day we will observe the two minutes silence at 11.00 am.

### **Committee**

As you may or may not know (if you are new to us) the club is run by a committee that is elected annually by the members. Elections take place at the end of the winter season by postal ballot. Joining the committee has the advantage that you get to have your say on what happens at the club, how it is run and what direction it takes. On the down side we expect that committee members will take an active part in some way in the functioning of the club, whether that be as an officer or by simply helping at meetings. It is always a good sign when more people apply to join the committee than there are places available. If you are interested perhaps you would like to consider putting your name forward at the beginning of the year and perhaps have a hand in the club's future.

### **BRCA**

For those who don't know the BRCA (British Radio Car Association) is the sports governing body. It is a requirement of racing at our club that you are a BRCA member. This is because BRCA membership entitles you to the benefits of their public liability insurance. If you would like an application form please ask at race control or download one from <http://www.brca.org>

### **Sevenoaks Endurance**

I'm pleased to say that WKRCC supported the endurance event that was organized by the Sevenoaks club on 23<sup>rd</sup> September. When you run an event like that (as we know ourselves) it's always nice to get support from other local clubs, so well done to Sevenoaks for organizing a fun and enjoyable day. You'll be pleased to know that your team comprising Simon Taylor (team manager), James Brooker, Tim Fry, Jez Clarke, Dave Mills, Grant Riddall and Steve Andrews covered themselves in glory by winning by 121 laps!

### **Finally**

As there are some changes coming to the committee in the New Year, may I take this opportunity to thank all those people who have made a contribution to the smooth running of the club. Thanks to Grant for again designing some excellent tracks, to Steve Hamblin for being in charge of transponders, to Steve Andrews for getting the trolley repaired for us and to all those who arrive early and leave late to help with the track.

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

*Brian. October 2007*

### **Chairman's Chatter**

Summer's over – where did it go and what happened to it. In all the years I've been involved with the club I've never known a summer with such a lot of terrible weather.

Being able to run on the new tennis courts was a real pleasure but at the start of the season we seemed to spend more time running on the slippery floor in the hall due to wet weather. Then we had The Tour de France which coincided with a July meeting so we couldn't race that day and then to add to that we lost another meeting through rain and not being able to use the hall. What a season! Let's hope maybe we will be a bit luckier next year.

However it is always difficult to think of something to put in my chatter and this time I thought I'd talk about a process which is incredibly easy when you can do it but seems very difficult when you can't. That is soldering.

In all my years involved with modelling I have met many people who cannot solder and will do anything to avoid soldering.

So if you are one of the clever ones who are able to produce good solder joints every time then I don't think this will help you. But if you are someone who always struggles to produce a decent joint then I hope this will help.

The golden rules are: Sufficient heat, a very clean joint and remember it is the heat of the joint that melts the solder.

The bigger the joint then the bigger the iron you'll need. If you are soldering connectors to wires then a 25w iron will be sufficient but if it's batteries you are soldering then you will need at least 50w of heat or more. You cannot solder batteries with a 25w iron as the batteries will draw the heat away from the joint faster than the iron can melt the solder. The joint must be hot enough for the solder to melt when it is applied to the joint – it will always melt when touched onto the iron but that will not make a good joint if the temperature of the joint is too low. Also with too smaller iron the batteries will get quite hot all over but with the bigger iron the joint can be produced much quicker. Before soldering batteries you will also need to take off the plating with some emery before assembly. You may also find it easier to use some flux along with fluxed solder which will help to produce tidier joints.

All these principles apply when soldering smaller joints which are much easier than the big ones. So I hope this has helped some of you to produce better joints and take away some of the fears about soldering.

Well that's all folks this time; see you all on 28<sup>th</sup> October for another hectic winter series.

*Ian. October 2007*