



## NEWSLETTER No. 65 – April 2009

### Introduction

If you are new to the club, can I extend a warm welcome to you and say that I hope you have enjoyed racing with us so far. The winter is always far busier than summer so Ian and I do not always have as much time to chat as we might like. However, please feel free to come and either ask at race control if you have any questions or speak to one of the committee members who can be identified by their badges.

### Winter Championship

What an entertaining and enjoyable championship that was! As usual it was good to see drivers visiting from Capel, Eastbourne, Sidcup and Sevenoaks to add to the variety and the mix. Also it was encouraging to see so many Minis and Mardaves racing for the first time. The results were very close; particularly at the top of the Stock Brushless class with only 3 points separating first and second but Andy Ashman eventually triumphed. Dan Hamblin won Stock Brushed with a perfect 301 at eight meetings. Dan will become Club Champion as he was the class winner with the highest score. Congratulations also to Tim Hancock who won both the Open class and also the Minis, and to Steve Davis who won the Mardave class which had a shorter season than all the others due to a slightly later start. Last but not least, well done to Chris Spedding who won the Junior Championship and also started running in the Mini class although just too late to do the eight from ten required.

### Results – Stock BL

1 <sup>st</sup>	Andy Ashman	2386 points
2 <sup>nd</sup>	Darren Tickner	2383 “
3 <sup>rd</sup>	Ben Winters	2368 “
4 <sup>th</sup>	Mark Trinder	2351 “
5 <sup>th</sup>	Grant Riddall	2318 “
6 <sup>th</sup>	James Brooker	2306 “
7 <sup>th</sup>	Dom Shore	2290 “
8 <sup>th</sup>	Tim Fry	2282 “
9 <sup>th</sup>	Luke Riddall	2219 “
10 <sup>th</sup>	Ian Fletcher	2195 “
11 <sup>th</sup>	Tom Doorne	2167 “
12 <sup>th</sup>	Simon Taylor	2159 “
13 <sup>th</sup>	Josh Doorne	2136 “
14 <sup>th</sup>	Colin Duck	2135 “
15 <sup>th</sup>	Keith Wale	2130 “
16 <sup>th</sup>	Steven Hunt	2117 “
17 <sup>th</sup>	Paul Rodemark	2109 “
18 <sup>th</sup>	Richard Hathaway	2082 “
19 <sup>th</sup>	John Nye	2069 “
20 <sup>th</sup>	Iain Bone	2052 “
21 <sup>st</sup>	Ryan Hunt	2032 “
22 <sup>nd</sup>	Chris Spedding	2024 “
23 <sup>rd</sup>	Neil Fletcher	1997 “

### **Results – Stock Brushed**

1 <sup>st</sup> and Club Champion	Dan Hamblin	2408 points
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### **Results – Open**

1 <sup>st</sup>	Tim Hancock	2402 points
2 <sup>nd</sup>	Tim Harrop	2391 “

### **Results – Minis**

1 <sup>st</sup>	Tim Hancock	2396 points
2 <sup>nd</sup>	Team Riddall	2381 “
3 <sup>rd</sup>	Shawn Herrington	2374 “
4 <sup>th</sup>	Dan Hamblin	2341 “

### **Results – Mardave**

1 <sup>st</sup>	Steve Davis	1504 points
=2 <sup>nd</sup>	Dave Penfold	1480 “
=2 <sup>nd</sup>	John Hare	1480 “
4 <sup>th</sup>	Simond Simmons	1477 “
5 <sup>th</sup>	Mike Hare	1474 “

### **Results – Juniors**

1 <sup>st</sup>	Chris Spedding	2024 points
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### **Committee and AGM**

This year there were the same number of applicants as there were places on the committee so an election was not required. This means that your committee consists of (in alphabetical order) James Brooker, Tim Fry, Dan Hamblin, Shawn Herrington, Brian Mills, Grant Riddall, Ian Skilling and Simon Taylor.

The AGM will take place at 09.15 on 26<sup>th</sup> April 2009 and will immediately precede the race meeting. There will be brief reports from the Chairman, Treasurer and Secretary followed by an opportunity for members to ask questions. I expect this to take no longer than 15 minutes to allow racing to begin at around 09.30.

The first committee meeting of the new season is due to take place on May 6<sup>th</sup> when the election of officers will occur. If anyone has any questions that they would like raised by the committee please contact me at [brian@wkrcc.co.uk](mailto:brian@wkrcc.co.uk)

### **BRCA**

For those who don't know, the BRCA (British Radio Car Association) are the sports governing body who themselves are affiliated to the MSA. 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. Unfortunately there have been two or three incidents of injuries around the country at race meetings where it turned out that drivers (who were long time club members) had not joined the BRCA. This caused serious legal problems for the injured parties, the clubs involved and the BRCA. I will need to check your BRCA card if I haven't done so already. If you need an application form please ask at race control or download one from <http://www.brca.org>

### **Membership**

Can I remind you all that your WKRCC membership will expire on the last day of April. There will again be no increase in cost which has remained unchanged since 2001. There are a variety of ways to pay your membership:-

1. Collect a form from race control – complete it and pay by cash or cheque.
2. Download a form from the web-site – complete and pay by cash or cheque at race control.
3. Do the whole thing on line by filling in the form and paying by Google Checkout.

The first (practice) meeting still falls within the current years membership but you must have paid by round 1 to earn any points in the championship. Please don't leave it till the last minute to join.

## **Off Road Racing**

During May last year we hosted two rounds of the BRCA 1/10<sup>th</sup> scale electric off-road buggy races. These were run at a track that Steve Andrews had built on land behind “The Plough” public house in Powder Mill Lane in Leigh. This year we are again fortunate to have been allocated another two to host on July 5<sup>th</sup> (two wheel drive) and 23<sup>rd</sup> August (four wheel drive). If you have a buggy you are most welcome to take part. Incidentally, there is always an open class so that if for example you only have four wheel drive you can still come and race on the two wheel drive day and vice versa. For more details contact Steve direct on 07814 638148.

## **Summer Championship**

For some reason the Open class was not very well supported during the winter so we have reverted to the following two classes outside for touring cars:-

- 27turn brushed/13.5 BL
- 19turn brushed/10.5 BL

Plus

- Tamiya Mini's

The Mini's must conform to the following limitations:-

- Must be a Tamiya Mini
- Black can (sport tuned) or silver can motor only
- Any Mini tyre on a 42mm rim
- No double inserts to be used
- £50 UK retail price limit on speedo
- Brushless not permitted

There will be no control tyres outdoors– LiPo's are permitted.

**Please note: YOU CANNOT USE TYRE ADDITIVE OF ANY SORT WHEN RACING ON THE TENNIS COURTS.**

The Mini class was introduced indoors very much as a “fun” class and it would be preferable to keep it that way if possible. That is why most of the restrictions are in place. If we weren't careful the cost could easily escalate to make them almost as expensive as Touring Cars to run. The sport needs to be able to attract new blood which can more easily be done if the entry level costs are kept to a minimum. We are far more likely to get new racers driving mini's than we are 1/10<sup>th</sup> purely because of the costs involved in starting up.

Last summer there was some discussion about when and how the decision is made on whether to go indoors or stay outside and take a chance on the weather. It was agreed at the last committee meeting that we will race outside if it is at all possible, we will not move inside at the first hint of clouds. The decision will be made by committee members present and will be final.

## **Contact on Race Days**

Should you need to contact the club for any reason on race days our number is **07790 625278**. The phone is off at all other times.

## **Finally**

I must say thank you to all those people without whose help running the club would not be possible. Most important are the team that get the hall ready for racing during the winter. To try to mention them all (carpet layers, track builders and those who clear away) would probably lead to me missing someone out so thanks to them all. Steve Hamblin now wears two hats – master of transponders and scrutineer- and does both admirably. Ian (who's now 65) continues as Race Director in the manner expected of a person of his advanced years. The committee continues to debate and consider the rules of the club and adjudicate on them in the fairest way possible for all

the members. Lastly of course thanks to everyone who has supported the club simply by coming and racing with us.

Although I'd been involved since 1993 it is ten years ago this month that one of the founders of the club passed the baton (so to speak) to me to carry on the day to day running of the club. In those days we only ran 1/10<sup>th</sup> scale buggies and usually had about twenty drivers at a meeting. Before long Ian and I decided to take the plunge and see if we could attract enough drivers to make up a heat of touring cars. I remember encouraging both of my sons to resurrect their old Tamiya's because I never for one moment believed we would get enough drivers from elsewhere to make it worthwhile.

How wrong was I? We were inundated with new drivers, so much so that one of our members (Roger Packer) made the club an interest free loan so that we could buy two sets of transponders and the necessary equipment required for automatic lap counting. Up until then we had used the tried and tested method of me shouting out the numbers and Ian pressing the corresponding buttons (most of the time). That was fine until we had ten cars in each heat and six of them regularly crossed the finishing line together! I remember at times we had more than seventy drivers present and all of them (and the track) in a hall much smaller than the one we use now. I must admit we went home absolutely shattered after those meetings – and there was no carpet to get out in those days, we just raced on the polished wood floor of the hall.

Although we persevered with buggies (we sometimes only had one or two) it was obvious they were on the decline and in the end we had to stop running them. Despite this (and it was a general decline – not just for our club) buggies have endured and - would you believe it – we are running race days for them again albeit under the banner of the BRCA South East Region.

Fortunately for us, when we had to move from Tunbridge Wells, Hugh Christie Technology College, whose sports hall we had used for winter championships, said we could use their playground to run on in the summer which allowed us to keep going on what was admittedly a very inferior surface for racing. Despite that we had some excellent championships and it may be my poor memory but I seem to remember the Sun always seemed to shine for our all day Spring Meetings. Of course when the school was rebuilt we were forced to move again, this time to our current home at Hayesbrook School which I believe is probably the best venue we have had so far.

In the ten years that have passed not many days have gone by without me spending at least some of my time on club business. On some occasions it would be all day, particularly when the newsletter needed to be written and the laptop had to be prepared for the coming season or booking-in had to be set up for the winter series. There have of course been highs and lows along the way and I always lived in hope that one day we would race on a track of our own. I well remember the phone call that came just a few hours before we left to go on holiday that told me we had lost our track at Tunbridge Wells with immediate effect and we were instantly homeless with nowhere to race. In the years that followed I always saw it as a personal failing that we had to race on car parks and playgrounds but it wasn't I can assure you through lack of effort. More than once I offered to stand down because I believed that new blood with fresh ideas and enthusiasm was what was needed to create the drive to find us a permanent home. In the end, as you know, it was the club and not the local council that decided to turn its back on the idea of a purpose built track. It's quite likely that it was the right decision at the time.

Perhaps ten years is long enough to be in one post, (just look at some of the previous Prime Ministers) so it is more than likely that when the committee meets after the AGM a new Secretary will be elected from its ranks.

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

*Brian. April 2009*

## Summer Championship 2009

Practice & AGM	26 <sup>th</sup> April 2009		Round 5	19 <sup>th</sup> July 2009
Round 1	10 <sup>th</sup> May 2009		Round 6	2 <sup>nd</sup> August 2009
Round 2	24 <sup>th</sup> May 2009		Round 7	16 <sup>th</sup> August 2009
Round 3	7 <sup>th</sup> June 2009		Round 8	30 <sup>th</sup> August 2009
Round 4	21 <sup>st</sup> June 2009		Round 9	13 <sup>th</sup> September 2009
No Meeting **	5 <sup>th</sup> July 2009		Round 10	27 <sup>th</sup> September 2009

\*\* There is a 1/10<sup>th</sup> BRCA off road meeting at Leigh on this date.

## Winter Championship 2009/2010 (Provisional)

Practice	25 <sup>th</sup> October 2009		Round 6	31 <sup>st</sup> January 2010
Round 1	8 <sup>th</sup> November 2009		Round 7	14 <sup>th</sup> February 2010
Round 2	22 <sup>nd</sup> November 2009		Round 8	28 <sup>th</sup> February 2010
Round 3	6 <sup>th</sup> December 2009		Round 9	14 <sup>th</sup> March 2010
<b>No Meeting</b>	<b>20<sup>th</sup> December 2009</b>		Round 10	28 <sup>th</sup> March 2010
Round 4	3 <sup>rd</sup> January 2010		Round 11	11 <sup>th</sup> April 2010
Round 5	17 <sup>th</sup> January 2010			

The committee decided that because the winter season was starting slightly earlier and also as our dates for next year avoided both the Easter and Spring bank holidays we would extend the championship to twelve meetings in total. Please note that these dates are only provisional.