



May - June Newsletter

### **Welcome to another edition of our Newsletter.**

Hopefully by now we will be racing at the Bingham pavilion, enjoying the summer season.

In this edition I have included some guidelines which must be followed for our own safety and spectators. These guidelines have been put in place due to a small number of incidents and insurance claims which have occurred during Brca meetings throughout the country, so not to give our Hobby/Sport a bad name and also to keep you in one piece please follow these guidelines they can be found on page 2.

### **Mayday Mayhem.**

8 teams competed in the 2010 Mayday Mayhem 2.4hr endurance race. 4 teams decided to run Tamiya M-chassis cars, 2 teams ran 190mm touring cars, 1 team ran a "carpet-spec" HPI Rally and the Shambles team ran a Tamiya TL01 with off-road wings attached to the front & rear of the bodyshell to make it look hideous and handle even worse.

In the early stages of the race, Le-Men and the Red Mist Racing team set the pace, followed by the team from "Norfolk-en-chance". The Shambles team were busy generally crashing and re-attaching the wings to their car in 7th place, whilst some close racing was going on between the various M-chassis cars.

As time wore on, the Red Mist Racing team suffered some reliability problems and breakages that saw them drop down the order, the Chinese "We Won" team emerged as the top M-chassis team and Pat became more grumpy with his team's lack of enthusiasm for repairing the venerable HPI Rally which is almost as old as he is.

Meanwhile the Shambles team continued to use more & more gaffer tape to hold their wings on.

All this left Le-Men lapping at the top of the timesheets with "Angry Rob" in a surprisingly good mood for a change.

So, at the end of the race, Le-Men finished in 1st place some 69 laps ahead of the team from Norfolk led by Pat "Grumpy Shambles" Piesley, with the "Crispy Wanton" team in 3rd with the top M-chassis. Some superb prizes were then handed out to the top 3 teams, whilst the rest of the drivers looked on with envy, wishing that they had done better.

Some photos have been loaded onto the Gallery page if you would like to re-live the experience.

<http://www.wbmcc.com>

Thanks to Paul for this report.

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## West Bridgford Model Car Club

### Guidelines for safeguarding your personal safety whilst attending WBMCC events

May 2010

Recently a number of safety incidents have occurred at model car race meetings around the country that have resulted in injuries to drivers, marshals and spectators. We all want to enjoy our sport without taking undue risks to our personal safety. It is for this reason that we have chosen to provide all WBMCC members and visitors with the following safety guidelines. However, remember that your personal safety remains your responsibility whilst attending WBMCC events. If you are in any doubt about your personal safety whilst attending WBMCC, please see race control or a member of the club committee.

These safety guidelines are not meant to provide an exhaustive list of rules; instead, they are designed to provide you with the information you need to ensure the safety of yourselves and others whilst visiting WBMCC.

The guidelines are divided into 4 parts:

1. General Safety Guidelines
2. Guidelines for Drivers
3. Guidelines for Marshals
4. Guidelines for Visitors & Spectators.

#### **1. General Safety Guidelines**

- Your personal safety remains your responsibility whilst attending WBMCC events
- If you see an unsafe situation, it is your duty to inform race control so that appropriate action can be taken to rectify the situation
- You are expected to behave in a safe and responsible manner whilst attending WBMCC events; failure to do so will be taken very seriously and could result in your eviction from the meeting.

#### **2. Guidelines for Drivers**

- You are required to take due care whilst racing to ensure that you do not endanger another competitor, marshal or visitor
- You are responsible for ensuring that your personal race equipment is safe to use and does not pose a danger to yourself or those around you
- You must not run across the track whilst racing is underway; if you retire from a race, remain on the rostrum until the race has finished.

#### **3. Guidelines for Marshals**

- You are responsible for taking all reasonable precautions to ensure your safety whilst marshalling
- Always check that you are standing in a safe place and are not in danger of being struck by passing cars
- Before moving off your marshalling point, it is your responsibility to check that it is safe to do so
- If you are not comfortable marshalling in your allocated position (in cases where marshalling points are allocated around the track), it is your responsibility to inform race control who will take the necessary corrective measures.

#### **4. Guidelines for Visitors & Spectators**

- Whilst visiting West Bridgford Model Car Club, you are responsible for taking all reasonable precautions to ensure your safety
- Whilst in the pit area, do not touch equipment that you are unfamiliar with; it may be hot, sharp or connected to an electrical power supply
- Visitors are not permitted to enter the track area whilst racing is in progress under any circumstances.

**Anyone engaging in a deliberate unsafe act which poses or could pose a risk to others will be removed from the race meeting with immediate effect.**

Thanks to Paul Nutten for preparing these guidelines.

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**West Bridgford's** first round of the East Mids regional went really well, which again was held at the Bingham Pavilion. Arriving on the scene in a huge downpour of rain at 5:55am with a feeling of OMG here we go again but thankfully the rain eased and we had a fantastic day there was a few spots of rain now and again but not enough to put a stop to a great days racing. Thanks must go to Colin, Max, Rob and Paul for keeping the day running smoothly also big thanks to all who helped with set up and packing away. You know who you are : the Melton crew, Nottingham Geezers, Bingham massive and chip shop one..... :D

For more information regarding these regional events please click on the link below.

<http://www.me-or.com/>

### **My regional experience by Dave Dodd.**

This year i thought i would visit some of the regional's as a spectator with my Daughter and cheer on my fellow racers from Wbmcc. So off to the Robin hood Raceway we went, arriving just as the briefing had started, so there we were stood by the Shambles marquee and my Daughter decides to run off and make friends with some other children also attending/racing and as such i didn't see much of her all day except when she wanted something, we ended up staying all day and was one of the last cars to leave. As i was told numerous times through out the day "You could have raced" i have now booked in to race at all of the Mid East regional's with my Daughter along side as a spectator or just playing with her now friends, which is great. I have since raced at Wbmcc (Bingham), Bmcc (Eastwood) & Holbeach (Eastrax) with my Daughter ignoring me and just playing with her friends which recently included lots of mud. After camping at Eastrax i have come the conclusion that i am too old to sleep on the floor in a sleeping bag, so i must take an air bed and also waterproof my tent as any more rain in the night I'd have had my own pool luckily i only had a puddle.



The next round is Wbmcc (Bingham) on the 20th June (Fathers Day).



Here is a little game for you all to play, called "**Spot Paul**" there is a picture of Paul on this page but can you find another picture of Paul hidden somewhere else in this newsletter. ?? Just email yours answer to me at [Wbmcc.news@ntlworld.com](mailto:Wbmcc.news@ntlworld.com) and you might win a bag of body clips woohoo i hear you say :-D lol..



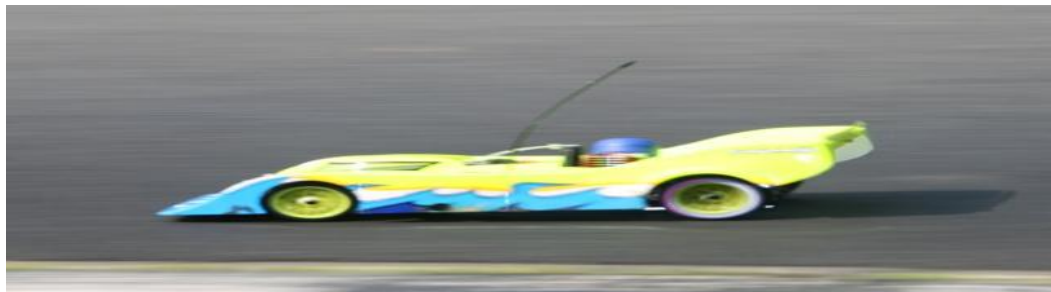
Adam, Max & Colin



Rob & Paul



ROB'S B44



## 2010 BRCA 1/10<sup>th</sup> I/C National Championship

The following section involves one of the Wbmcc junior drivers Adam Crossland whom on club nights races on-road touring car during winter and off-road buggy during summer but weekends he travels the country with his Dad to race 1/10th Nitro which includes refuelling , tire changes and a 30 min final :-O

I have inc 3 race reports written by Max Crossland.

### Sport GT class

#### Round 1, Stonehaven

Point the car north and drive for 400 miles. It's Easter weekend and it's the opening round of the season at Stonehaven near Aberdeen. A few days earlier Scotland had been white with snow, but it was to be short lived and the weather was improving. Saturday dawned, it was damp and the track was green. The morning was full of experimentation and getting to grips with a host of unknowns.

The track was new to us all, there were various new body shells to try, and much less weight now to the Serpent 835 nitro car. It all added up to a steep learning curve. Another significant unknown was a new breed of car, the "220" which essentially is a 200mm nitro touring car with wider tyres.

Although the track surface seemed abrasive the corresponding grip levels were not there. As the track dried out the hard work paid off and Saturday practice ended with a car that he was happy with. Another damp day greeted us on Sunday, and Adams qualifying heat was first onto a slippery track. As qualifying progressed, the track dried and by the end of Round 3 he was setting respectable lap times. However, a broken front drive belt early in his fourth qualifier relegated him to 7<sup>th</sup> fastest.

The 30 minute A final started well with Adam straight up to 4th place, but the car ran out of fuel on his way in to his first pit stop. Not deterred, he fought well in the middle field before a stripped spur gear on lap 69 dropped him down the field. An ill fitting rear wheel signalled the end of the challenge just 30 seconds before the end of the final. However, 7<sup>th</sup> place secured and some useful points to start the 2010 season.

#### Round 2, Cotswold

The weather forecast for May Bank Holiday week end was not good; Round 2 of the Championship was going to be a wet meeting. Actually, Saturday was quite a nice day, but there was plenty of work to be done. Adam worked on his settings and by early afternoon he was happy with his development work. He had a car that was on pace and posting good lap times.

Sunday morning, 4.00am, the heavens opened, and the rain wasn't going to stop in a hurry. The first two qualifying runs were wet, with full wet Kissling tyres being the order of the day. By third qualifying the skies were clearing and Adam called for his intermediate Aqua tyres, raising a few eyebrows with his apparent premature option. However, Glyn Beal, the reigning British Champion chose the same option and hit the track with very similar settings to Adams. As the heat progressed it became apparent that he had made the right tyre decision and was battling to set the fastest time. In the end Glyn held his nerve, but Adam was snapping at his heels, coming home a close second. The pair each posted 14 laps; a lap clear of the rest of the field. From second on the grid, Adam made a cracking start, sitting on the rear bumper of the lead car. However, a pressure pipe split causing fuel starvation to the engine. Struggling on with the engine problem a rear driveshaft decided to let go just after the pit entrance. The repair took much valuable track time, dropping Adam to 9<sup>th</sup> by the end of the 30 minute final.

So, with two A final results, he was now in 6<sup>th</sup> place overall in the Series.

### Round 3, Halifax

Popular opinion has it that Halifax has its own eco-system; it always rains, even when everywhere else is sunny. Not this weekend; it was going to be a scorcher.

First job on Saturday was to get the nitro engine tuned and then work on the chassis. By mid afternoon Adam had settings that worked OK, but it was clear that the pace was going to be very quick on race day. The Serpent 835 is a good workhorse, but it's old and overdue for replacement. Late in the session Adam climbed up the rostrum and headed out onto the track once more. This time though the Serpent remained on the pit bench; Adam was testing an Xray NT1 220mm car. Under strict instructions to bring it back in one piece he immediately started lapping on the same pace as his own car! He had never driven an NT1 before but his lines were perfect and just for good measure he popped in the odd fast lap before returning to the pits. The smile on Adams face said it all; this would be the last outing for the ageing 835.

Sunday morning qualifying started as predicted, very fast indeed. Well, if it's going to be fast, you might as well get stuck in. At the end of round one he was 6<sup>th</sup> overall. That was as good as it got. Round two and the gearbox disintegrated. Right at the end of round three, whilst setting a solid A Final pace, the engine cried "enough" and let go. With no chance to improve, Adam was down in a disappointing 14<sup>th</sup> place with a broken engine. Frantic pit work to drop a spare piston and liner into the car, but it was massively out of tune and the start of the B Final was only minutes away. Most drivers would have given up by now, but with the engine roughly tuned, Adam lined up on the grid. Making another of his storming starts, he immediately shot into the lead and within a few minutes was preparing to lap the back markers. Driving as if his wheels were on fire his early pace was subsequently only matched by the top A finalists. After 18 minutes in the lead the pace was telling on the Serpent as the rear of the car developed unpredictable handling. He nursed the car as best he could, but the next two cars were closing in. In the final minute they swept past and relegated him to third. It was not the result he wanted, but at least Adam remains equal 6<sup>th</sup> in the British Championship. His Serpent 835 colleagues also had disappointing results and by the next morning they too had followed Adams lead by declaring that they too were dropping the Serpent 835. However, they were staying with Serpent and adopting the new 733 model.

In the days following the meeting Adam has come under intense pressure from two leading brands to race their cars in the Nationals. In spite of being highly impressed with the Xray NT1, Adam has now agreed to race a new Serpent 733 for the rest of the season.

Adam will be missing from the next meeting at Snetterton due to important exams at school. This will drop him down the points table until later in the season, but give him chance to prepare and test his new race car ready for the Mendip meeting early in June.

Adam would like to thank Custom Blitz and M.C. Oils Ltd for their support this season.

### Cheap off road racing.

With having no facilities for on-road racing this year we have seen a flurry of current touring car members changing to off-road using the Ansmann Madrat with prices at around £50 it is an ideal starting point. No less than three members are currently using the Madrat, a few more and they could have there own Heat. :-D other buggies being used are the ever popular Team Associated B4 & B44, X Factory X6, Kyosho RB5 & ZX5, Schumacher Cat and the all new Cougar. Also we have a Hpi Rally car and various Tamiya Off road models. Basically if it works on grass with a few jumps then it will get round our track :-D



But if your not sure and need more information i can be found on [www.oople.com](http://www.oople.com) my user name is "Dave Dodd" and i will help as best i can or point you in the right direction.

**GeeDee Models**, Heathcoat Street, Nottingham are offering up to 10% discount on production of current WBMCC membership card.

<http://www.geedee-modelshop.com/>

note: Does not apply to already discounted or sale prices.

[WWW.WBMCC.COM](http://WWW.WBMCC.COM)



May - June Newsletter Additional Page

### Additional information regarding **Spot Paul**

all correct entries will be put into a bag and the Winning entry will be drawn on Friday 18th June.

Don't worry if your not a summer time racer i will post it to you.



Here is a few pictures taken at the Broxtowe regional, yes that is Lloyd on a micro bike and yes we all had a go, although i didn't race around the on-road circuit against the clock, yes thats right they were racing against the clock :-O totally mad lol.....



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