

The Folly Flyer e

The Newsletter of Aylesbury & District Model Flying Club

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November 2006

Les presents the
Les Edwards
Trophy to Alan
Johnson



Electroslot 4 - L to R, Terry Rowe 3rd=, Mike Smart 2nd, Alan Johnson 1st
& Phillip Alderman 3rd= (nearly another FVK clean sweep!)



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FLYING TIMES

Folly Farm - Tuesday, Thursday & Saturday - 10am - 8pm. Sunday - 9-30am - 5pm.
Bank Holidays 10 am - 5pm. Electric, rubber and gliders may be flown at any time.

CLUB SHOP

'Meanad' add-on silencers	-	£5.	-	Ring Mike Smart.
Transfers	- Sheet of three	£1.	-	Ring Bob Playle.
Training Videos	- for hire to club members.		-	Ring Bob Playle.

TRAINING

Fixed wing training takes place every Saturday and Sunday afternoon at Folly Farm between 2pm and 5pm **by appointment only with the duty instructor**. Please ring the duty instructor by 7.30pm Thursday for the following Saturday or by 7.30pm Friday for the following Sunday.

Please note *NO TRAINING* indicates that a Club Competition takes place that day. Telephone me beforehand if you wish to take a chance on the time available afterwards. **RG**

7 October	Bob Playle (01442 825693)	8 October	NO TRAINING
14 October	Richard Ginger (688030)	15 October	NO TRAINING
21 October	Mike Smart (658142)	22 October	Peter Dunnnett (334708)
28 October	Robert Adkins (07792 511887)	29 October	NO TRAINING
4 November	Paul Thorne (613870)	5 November	Richard Ginger
11 November	Tony Wood	12 November	Robert Adkins
18 November	Bob Playle	19 November	Peter Dunnnett
25 November	Mike Smart	26 November	Mick Stiff (415997)
2 December	Paul Thorne	3 December	Tony Wood (01844 218916)
9 December	Richard Ginger	10 December	Robert Adkins
16 December	Bob Playle	17 December	Peter Dunnnett
23 December	Mike Smart	24 December	XMAS EVE
30 December	Paul Thorne	31 December	Richard Ginger

THE NEWSLETTER

The newsletter is produced by Mike Smart, 85-87, Quainton Road, Waddesdon. Aylesbury. Bucks. HP18 0LP.

The Club Newsletter is a forum for all members and material for publication is invited, however the Committee do not necessarily subscribe to views expressed by contributors.

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EDITORIAL

Use of the Pegboard

I recently witnessed first hand, mis-use of the pegboard, no names, but the member in question was experiencing some interference problems (on the ground fortunately). I had put up the guest peg on an even number for a flying guest. Inspection of the pegboard revealed that said member had subsequently put up an adjacent odd numbered peg, in doing so, displacing the original peg to the next frequency.

Now there isn't enough room for two pegs on adjacent frequencies, that was the whole idea. There is also a notice on the pegboard that says 'do not fly on adjacent channels'.

Just to make it crystal clear (no pun intended), if there is a peg on the board numbered say 67, you cannot use either channels 66 or 68. If it was say a peg on the board numbered 80, you cannot use channels 79 or 81.

Please take care to use the pegboard properly, mis-use results in accidents and as recent history has shown at other clubs, sometimes fatalities!

Daryl Hooper Open Glider Competition

Unfortunately, the competition last Sunday had to be abandoned due to problems with use of the winches relating to line breaks and unfamiliarity in their use by the competitors. It was always going to be a difficult transition to be honest, however it made a useful practice session.

We have decided that this competition will now be abandoned until next year.

AGM - Committee - All Change!

I bet that worried you (or possibly pleased you?), however only one committee member is proposing to stand down, unless you want to stand for the remaining positions?

Paul Yorke is standing down as Secretary after many years of service to the Club and Andy Bloxham has graciously volunteered to take over the post. This job involves a lot of paperwork, organisation and dealings with the BMFA, so if he is elected, please be kind to him and pay your subs on time!

Any member can contest any of the posts, so if you would like to stand for the post of Secretary or come to that any of the other posts, ideally let our Chairman know prior to the AGM.

Club Subs are Due at the AGM or at the latest by 31st December.

We are proposing not to increase Club Subs, but the BMFA have increased their fees by £1.

There is a membership renewal form enclosed with this newsletter. Please ensure that you complete it in FULL otherwise we may not be able to accept your membership.

Please also remember that you will be uninsured and hence UNABLE TO FLY if you haven't renewed by 31st December AND there is a SURCHARGE of 50% for late payment.

PLEASE, PLEASE, PLEASE make sure that you pay on time, late payment causes us all sorts of problems.

Welcome back to the Club... John McLarty

Nice to see you back John, you've been missed!

Welcome to the Club...

Martin Charlton-Bennett, Tim Hickey, Callum Lavender, Mark Lavender, John Lorimer, Martin Samuell and Richard Verhoeven, we hope you enjoy your membership with the Club.

Bring & Buy

Thanks to all those who bought and sold, as a result of which, the Club made a nett profit of £47-70p. Thanks also go to our un-tiring auctioneers, Les Edwards and Roger Watts, also our friends from the Chesham Club for swelling the ranks and the stock.

Competition Meeting

There will be a meeting this Monday 4th December at the Rivets to discuss next year's competitions. We have tried to contact everyone that we think will be interested, but in case we have missed some, I mention it here.

Indoor Flying

No apologies for repeating this subject, we are still looking for a suitable/affordable venue. Chris Vaughan has kindly approached Aylesbury Grammar School, but I don't think we fit in with their 'vision' and they have told him it is fully booked! Can anyone else come up with any venues please?

And Finally.....

DON'T FORGET THE AGM - MONDAY 11th DECEMBER AT THE RIVETS!

OPEN GLIDER COMPETITION 20-8-06 C/D: Mick Stiff

Having just returned home from Electroslot 4 at the end of October, I have just realised going through my competition results, I haven't yet written about the Open Glider competition some two months ago. So better late than never here goes!

It would appear from the score sheets the classic number of nine pilots entered, three rounds of three slots with three guys in each. I also recall it was a pleasant day with a moderately westerly wind and judging from the recorded times not a huge amount of lift, I'm padding this out nicely don't you think!

In round one, early top scores came from Phil Alderman, Alan Johnson and Peter Dunnett with the first six-minute flight and full landing bonus.

The first two slots of round two saw three more maximum times and then the thermally conditions abated with the average times of the final slot and all of round three at around only 3 to 4 minutes.

A quick eye over the score sheet revealed that Alan and Phil had easily drawn away from the rest of us, but with equal scores, and so while I buried my head entering times into the laptop, they went head to head in a fly off.

By all accounts Phil had the better flight, height etc, but lost the plot in his exuberance forgetting he had to hit the spot for a landing bonus letting Alan steal the show.

RESULTS

PILOT	Round One	Round Two	Round Three	Total Score
Alan Johnson	1000+50	1000+50	1000+00	3100+Fly off
Phil Alderman	1000+00	1000+50	1000+50	3100
Peter Dunnett	1000+50	910+00	919+00	2879
Terry Rowe	904+50	967+00	887+00	2808
Mick Stiff	872+50	1000+00	877+00	2799
Percy Procter	886+00	764+00	1000+00	2650
Ivan Bartlett	700+00	1000+00	675+00	2375
Roger Bellingham	328+00	400+00	597+00	1325
Ian Stiff	521+00	33+00	235+00	790

Terry R

Les Edwards Trophy. 24-09-06. C/D: Phil Alderman.

With the last two competitions being called off due to inclement weather the pouring rain at eight a.m. didn't look too promising, but the rain eventually stopped and the sun shone, on the righteous of course.

The nine names were entered into the club laptop, randomised, and slots checked for frequency clashes, and available towing strong guys (bring on the power winches).

Peter, IC and Ivan scored a thousand points in round one, Terry and Alan also stole a maximum landing bonus to boot.

In round two Terry and Alan pulled it off again, joined this time by Mick with Peter having to settle for a half bonus. Although Screen Wash did his utmost to curse his model into the landing circle he only succeeded in breaking its tail, but he did win his slot.

At the beginning of round three Peter was in third position with a score of 2025 just behind Alan and Terry on maximum scores of 2100. By this time Tel had pulled up lame with a knackered knee depleting the tow team down to just five. Phil A although just off the pace with a score of 1908 decided not to try a risky on site repair on his machine, and retired, quite gracefully.

On a more buoyant note Les Edwards joined us with a quality bottle of wine to accompany his trophy to its twenty-seventh recipient.

Slot one, final round, saw Martin take his first win; slot two was a straight fight between Alan and Terry and Ivan had his first win in slot three.

Whilst Percy scuttled off to get his camera, the laptop worked its magic on the entered times. Then to the serious stuff of listening to how badly we had flown, watching the birdie and grabbing a beer.

Results

Pilot	Round 1	Round 2	Round 3	Total
Alan Johnson	1000+50	1000+50	1000+00	3150
Terry Rowe	1000+50	1000+50	861+50	3011
Peter Dunnett	1000+00	1000+25	763+25	2813
Phil Taylor	1000+00	820+00	939+50	2809
Mick Stiff	757+00	1000+50	905+50	2762
Percy Proctor	903+50	714+00	704+50	2421
Ivan Bartlett	1000+00	303+50	1000+00	2353
Martin McIntosh	772+25	326+00	1000+25	2148
Phil Alderman	908+00	1000+00	DNF	1908

Electro-slot 3 Competition, 15-10-06 CD; Bob Playle

The prologue;

Back in July the lack of brave souls on a foul day saw this third Electroslot rescheduled, and behold the weather is fine, a little misty early on, but warm and dry with an easterly breeze slowly gaining momentum.

In Electroslot One RG had punished the 2.5 metre Pikes and Organic with his very hot Simply The Best, in Electroslot Two Alan took his Organic to victory but Mike and RG with STBs whipped the Pikes again, there was talk of model change or retirement!

The plot;

The pilot count is gradually decreasing from ten to nine and now eight per competition, not too bad as a few guys were genuinely missing.

The laptop did its thing; Bob Playle and Kevin Collins took control of the proceedings with timepieces and whistles, let the battle commence.

Round one slot one saw three maximum flights should have been four, but Alan literally blew his chances (speed controller) when he reverse connected his battery pack. Slot two and three more maximum times from four, the day obviously had more lift than was first suspected!

Round two slot one and the best time is down to 8mins 41, that breeze is quite strong at altitude, but slot two gives four maximum flights again, funny old thing lift!

Round three saw the maximum flight times down again but landing bonuses equalled the combined earlier two rounds as pilots honed their skills, and unfortunately Peter clipped his Swifts wing going for the spot, more of an Emu now!

Round four, slot one, Mike struggled with a very low battery pack and flew dangerously down wind not scoring too well; the other three almost got maximum times. Slot two was between Percy with another failing battery pack and Mick, as Peter was unable to turn his Emu back to a Swift.

Our laptop did its thing again, and we all gathered round for the final score announcement, photos and the usual hindsight analysis!

Results

Pilot	Model	Round 1	Round 2	Round 3	Round 4	TOTAL
Terry Rowe	PIKE	1000+0	1000+50	1000+50	1000+25	4125
Phil Alderman	PIKE	1000+50	1000+0	1000+50	956+50	4106
Mick Stiff	SIMPLYHIGH	1000+50	1000+0	800+50	1000+0	3900
Phil Taylor	SWIFT	1000+0	1000+0	1000+0	852+0	3852
Peter Dunnett	SWIFT	1000+0	1000+50	912+25	D.N.F	2987
Percy Proctor	Highlight/modified	632+25	981+0	750+50	442+0	2880
Mike Smart	STB Special	1000+50	812+0	548+50	411+0	2871
Alan Johnson	ORGANIC	D.N.F	D.N.F	D.N.F	D.N.F	No Score

Electroslot Four 29-10-06. C/D: Kevin Collins.

The Arthur Ambrose Trophy.

Dear Arthur must be looking after us on this competition day in his memory, for it was the most glorious sunny day, with a light northerly breeze putting the sun behind us, and all at the end of October. Along with wall-to-wall sunshine was an abundance of smooth steady lift the only down side being the difficulty in seeing the rear profile of the machines climbing at forty-five degrees against the pure blue.

Round one, under the careful scrutiny of our C/D Kevin, saw four maximum ten-minute flights, but not all accompanied with those challenging landing bonuses. Phil A did a perfectly judged approach and touch down, but someone had moved the circle ten feet to the right! Whilst I of course, couldn't even land in the right b*** field, fortunately no harm to the Pike, just my slightly dented ego and wounded pride!

Poor Peter didn't even get to fly, his speed controller made encouraging beeps when he connected the battery but the flappy bits on the tail didn't! (*Confucius say when outrunner motor saws through motor cables, speed controller is f****d—Ed*)

On to the next round, in slot one Alan, Mike, Phil and I all managed maximum times and landing scores albeit Mikes was only 25. In slot two Mick, IC and Percy had a bit less lift turning in times under eight minutes, Percy actually won the slot but missed the bonus.

In round three, slot one, Alan, Phil and I easily managed ten-minute flights slightly assisted by several buzzards testing the thermals and our ability to judge if they were joking or not. In slot two Mike and IC had all the maximums, whilst Mick and Percy were suffering failing batteries not achieving the flight times but still grabbing the landing score.

Everyone scored landing bonuses in round four, obviously practice makes perfect, the comment was, "looks like Heathrow", as up to four planes stacked down wind to land in the two-minute time slot. Five of us flew the ten minute max, only Mick and Percy landed early their power packs prematurely exhausted.

RESULTS

PILOT	Round 1	Round 2	Round 3	Round 4	Final Score
Alan Johnson	1000+50	1000+50	1000+50	1000+50	4200
Mike Smart	1000+50	1000+25	1000+50	1000+50	4175
Phil Alderman	1000+00	1000+50	1000+50	1000+50	4150
Terry Rowe	1000+00	1000+50	1000+50	1000+50	4150
Phil Taylor	870+50	932+50	1000+50	1000+50	4002
Mick Stiff	988+50	837+50	558+50	693+50	3276
Percy Proctor	800+00	1000+00	540+50	222+50	2662
Peter Dunnett	DNF	DNF	DNF	DNF	0

So the Pike boys (*Pikey Boys? - Ed*) missed the win again, not that the models are at fault just sloppy piloting on their first round landings. Good accurate flying from Alan paid off with another perfect score, but the moral victor must be Mike, his model is rudder-elevator only and no air-brakes.

And so to the end of an enjoyable morning's flying, with a welcome drink, chat and photo call.

Terry R

ELECTROSLOT LEAGUE 2006

PILOT	Electro 1	Electro 2	Electro 3	Electro 4	Best of three	Final Position
Phil Alderman	3716*	3869	4106	4150	12,125	Gold
Ivan Bartlett	2158	3406	DNF	DNF	5,564	9 th
Peter Dunnett	DNF	3364	2987	No Score	6,351	8 th
Richard Ginger	3943	3885	DNF	DNF	7,828	7 th
Alan Johnson	3689	4150	No Score*	4200	12,039	Bronze
Percy Proctor	334	No Score*	2880	2662	5,876	10 th
Terry Rowe	3774	3573*	4125	4150	12,049	Silver
Mike Smart	2549*	3929	2871	4175	10,975	6 th
Mick Stiff	3578	3520	3900	3276*	10,998	5 th
Harry Storey	1356	DNF	DNF	DNF	1,356	11 th
Phil Taylor	3628	DNF*	3852	4002	11,482	4 th

A LATE BEGINNING

As several of you know for several years now I have been accompanying my son Guy to various motor racing tracks, mostly in the UK but some in Europe, until his work took him to Canada. We have visited Canada twice now and I have accompanied him to race tracks in Canada and the USA. Guy has been racing for nearly 15 years and has used Formula Vee based single seaters for most of this time.

There are Formula Vee racing series in the UK, Ireland, Germany, South Africa, United States, Australia and New Zealand. They all have slightly differing rules but in the main the cars are of similar performance. Guy has raced his British Vee in France, Germany, Ireland and Belgium achieving reasonable results.

Since Guy's move to the New World I have watched motor racing on TV, both Formula 1 and club racing of various sorts. This is all very well but it isn't like being involved and watching your driver from the trackside. I find that Formula 1 on TV sends me to sleep as it is so boring.

Motor cycle racing is much more satisfying as there is overtaking, lots of it, but even that doesn't come close to visiting a track for a club meeting and assisting a driver with his car. Since Guy has been abroad this hasn't happened very often and I miss it.

I had a track day at Mallory Park last year and drove a Formula Ford, Caterham 7 and a Formula Vauxhall Lotus with slicks and wings. For four laps in the FVL I was king of the track. However this is not quite the same as real racing as you are driving detuned cars in artificial conditions. It has to be this way to ensure driver safety and to assist as far as is possible to the longevity of the hire cars.

Early this year I decided, at the age of 72, that I ought to have a go at racing myself provided I could pass the medical required to obtain a racing licence. A practical driving test is also required at a racing school including a brief written multiple choice theoretical paper mostly concerned with identification of the signal flags used by the track marshals.

I wanted to race in Formula Vee as these are the group of people who I know and who know me. I was intending to hire a car to race, however, when Guy heard of my project he suggested that I should use his Scarab Mk 2 which he has owned for at least 10 years. He decided not to sell this car when he moved abroad, keeping it for use on the odd occasions when he gets back over here. He raced it at Mallory Park in March this year and put it on pole and was 5th overall in a very exciting race. Of course I jumped at the chance to use his car.

What sort of car is a Formula Vee? Air cooled VW Beetle components are the basis. By removing the

1300cc engine, gearbox and transaxle unit from the rear of a Beetle together with the front axle beam and bolting these units onto a single seater chassis you have created a Formula Vee racing car. Engine power is limited by using a 37mm dia restrictor plate under each carburettor barrel to limit the amount of air passing through the engine but such things as carburettor and camshaft choice are optional. VW disc brakes are allowed on the front while VW drum brakes are used on the rear of the car. Standard gear ratios must be used. There is a minimum weight limit. My car weighs 860lbs ready to race and with the engine producing around 90bhp it is no slouch.

Control racing tyres are specially made for the formula by Dunlop. When new they have about 3mm of tread and in use they heat up, become sticky, and help glue the car to the track. Before the start of each race there is a green flag (warm up) lap in order to get some heat into the tyres.

Guy arranged with a well known race engineer, Andy Storer, to look after my car. He takes it to the track, straps me in, gives me loads of good advice and mends the car when necessary.

Andy is a sort of motor racing David Boddington. He helped put down a batch of a dozen Scarab racing chassis in 1984 and my car is one of these. Since the rules controlling Vee have not changed much over the years the car is still competitive.

There are 17 races in the 2006 UK Formula Vee series. By the time I had obtained my licence the first race of the season at Mallory Park in Leicestershire had been run. I wanted to race at Cadwell Park in the Lincolnshire Wolds to open my season. However it was put to me by both Andy and Guy that I was unfamiliar with driving the Scarab, that the Cadwell track is very narrow and unforgiving if you fall off and that a day testing at Mallory Park, a track I had already driven, would be beneficial. A little unwillingly I took the advice and reeled off nearly 50 laps at Mallory. At the end I was beginning to know what the car feels like at speed and how to control it.

It was decided that I would race for the first time at Donington Park which is under the flight path and close to the East Midlands Airport. It has wide grassy run off areas when needed. I practiced during a Friday evening test session and began to get a feel for the track.

Race day dawned cold and wet. The tyres remained cold and did not grip the track at all. Of course my inexperience showed and I fell off the track at several corners, fortunately without damage to the car or visiting any of the gravel traps. My times were abysmal and so I started right at the back of the field, not at all what I had hoped for. I was beginning to realise that there is much more to driving a racing car than just getting into it and flooring the throttle.

The track dried out as my starting time got closer. I lined up for the green flag lap but was directed into the pits in order that the shoulder straps of my 5 point racing harness could be adjusted to hold the HANS (Head And Neck Support) Device attached to my helmet properly.

Once this was done I started my race from the end of the pit lane after grid had got away. I was a bit annoyed by this but in a way relieved too as I could begin my race without getting punted off by spinning cars at the first corner, Redgate. However I would be going out on cold tyres so I would have to be a bit careful.

About three quarters of the way round my first lap I was beginning to catch up the tail of the field. I followed the man in front for almost a lap and then passed him along Starkey's Straight. I was no longer last! Next lap I overtook another car quite easily and I remember thinking to myself I wonder if I can overtake a car every lap. Fat chance! I did overtake another car about half way though the race and that was it. Then the leaders started to come through and my time was spent looking in my mirrors so that I could keep out of their way. After what seemed like an age the chequered flag was shown and the race was over AND I WASN'T LAST! I had also obtained my first signature towards updating my racing licence from Race National B to Race National A.

The next race meeting was a double header on the Brands Hatch Indy Circuit with races on both Saturday and Sunday. My practice times were way off the pace and I started last but one in the Heat on each day.

There are usually too many Vees entries to allow a single race for each meeting so the slowest 28 cars in practice race in a Heat while the fastest cars get a bye into the Final. The cars finishing at the front in the Heat make up the numbers for the Final. They start behind those who got a bye in the order they finished in the Heat.

Each track has a finite number of starters for a race. For the Brands Hatch Indy circuit 28 to 30 cars are the maximum number of starters allowed. For the Brands GP Circuit, which is much longer, 30 to 38 cars start depending on category.

I was cautious at the start of the Saturday race when negotiating Paddock Bend and there was a queue of cars waiting to get round the hairpin at Druids Hill Bend. My line through Clearways was way off and the man in the white car who started behind me passed me. However the Scarab was fast enough for me to catch him along the Pits Straight and I was on his heels in the run up to Druids. He ran wide and I was able to get the Scarab onto the inside line for the corner and pass him. However I was going much too fast and ran wide over the kerb on the outside of the track and then spun onto the inside of the track and of course was last again! Mr White Car must have thought what a plonker. I got back onto the track and thought that since I was last I might just as well drive the rest of the race as tidily as possible. As the race went on the leaders came through and I tried to follow them for a corner or two and get a little driving lesson each time. Then I realised that I was catching the man in the white car who had passed me. He didn't allow me to have another go at Druids as he always took the inside line. I tried several other lines but nothing seemed to work. Later I followed him closely down the hill from Druids and I turned more tightly than he did through Graham Hill Bend with a clear track ahead. As I accelerated for the pass he pulled over in front of me and damaged my nose cone. At the time I was furious but it was judged to be just another racing accident.

For Sunday's race, with a borrowed nose cone fitted, I drove past this man along the Pits Straight and was able to drive away from him. However I was way off the pace of the leaders in both races so clearly there is a lot more to learn.

Because the attrition rate was so high on Saturday and the following Sunday Heat to my great surprise I was called up as fourth reserve for the Final. Wow! They must have been scraping the barrel! The first three reserves went into the race while I was told to wait at the end of the pit lane as there wasn't a place left on the grid for me. If the race was red flagged in the first three laps I would get a drive. However I was dismissed as lap 4 started and went back to the Paddock.

I have watched reserve drivers waiting for a race on many occasions and felt sorry for them. Now I know how it feels. However it wasn't all bad as I had two more signatures on my licence and the car was in one piece, albeit with a borrowed nose cone.

The next meeting was at Cadwell Park which lies between Horncastle and Louth. My entry was accepted for the two day meeting and it was decided that I would test the day before to familiarise myself with the track by driving it. I had been to Cadwell many times with Guy and actually walked the track with him but had never driven it.

Walking the track is the best way to get to know a circuit without actually driving it, particularly if there is a racing school based there. The schools mark braking and turning points with paint blobs and you look out for them as you walk. They give a very good idea of how to drive the circuit to your best advantage.

You can also buy books describing all the racing circuits in the UK and I had learned Cadwell in my head before ever putting a wheel on track. Guy had also emailed very valuable driving instructions telling me which gear to be in for every corner, where to brake, which corners would be flat out and how to position the car in a corner if I was being harried by an opponent. Andy Storer, who is not only a race engineer of some note but a driver as well, also gave me a briefing. I was probably the best informed novice who ever set a wheel onto the track!

Cadwell provides a wide range of corners and has a considerable height variation from the highest points of the circuit down to the valley containing the start/finish straight. The climb up hill from the pits to the paddock finds you out if you are carrying a load of tools and a starting battery after a race is over!

At the end of the pits straight is Coppice Corner which is a flat out left hander going uphill and then turning right at the top of the hill, still flat out, into Charlies 1. Guy said these corners could be taken flat out in the Vee and he was correct. I got a tremendous thrill each time I did this until I got onto the marbles on the outside of Coppice and spun onto the grassy infield at 100mph plus. A huge cloud of grass mowings was launched into the air, filling the car and getting behind my visor. I drove slowly back to the pits to check the car to see if any damage was done and to get rid of the grass.

The cars have to climb from the valley up onto what is known as the Mountain. To achieve this you brake hard at the end of a shortish straight and then turn hard left followed immediately by a hard right. In the next practice session I did not brake hard enough and had to go straight on instead of turning left and bounced

across the grassy infield before rejoining the track half way up the Mountain.

I told Andy about this when the session ended which pleased him as he had seen it. He told me that many of the beginners he has dealt with in the past would not have admitted to the mistake. I always kept him informed after an adventure as I can only learn if I admit the mistakes I make so that he can suggest ways of improving. In any event he can tell by looking at the car whether or not I have been off the track. Out of that incident came the advice to be slow into a corner and fast out. From then on this seemed to work for me.

In Guy's advice sheet he talked about how to deal with cars spinning in front of you, how to place yourself to get the best advantage going into a corner with somebody wanting to get past and if you want to set up a pass going into a corner.

It seems to be a fact that when a car spins it ends up going off the track backwards. Nobody has been able to explain to me why this should be so. The advice is to aim your car at the nose of the spinning car as it will get out of your way going backwards.

If you are protecting your line into a corner keep to the inside of the track although it might be slightly slower. This forces your opponent to either stay behind or to take the long way round on the outside of the bend. Equally if you want to overtake the car in front try to get the inside line when entering the corner. You don't necessarily have to make the pass before going into the corner, being on the inside allows you to pass using acceleration when leaving the corner as you can usually get the power down first.

All these things happened during my heat on the Saturday. A car was harrying me as we entered Park corner. This is a 90 degree bend to the right and requires hard braking to in order to be slow enough to get round. I held the inside line while braking hard (like doing a crash stop) and my opponent passed me on the outside going into the corner. As I turned there he was spinning in front of me. Without thinking about it I aimed for his nose and the track magically cleared for me as he went off. Later in the race I overtook another car going into Park by taking the inside line. When the leaders started to come through two of them decided to overtake me, one each side, going into the tight left hander at the bottom of the Mountain. The man on my left spun and again I aimed for his nose and the track cleared for me.

Although I am not fast enough to worry the leaders there is always somebody at my level to race with which gives quite a buzz. I am enjoying myself and my driving is slowly improving. I was listed to drive in Saturday's Final which was an improvement, although finishing towards the back of the field, again!

Sunday's Heat was my best race of the weekend I was only lapped by the leader. I made a good start and held onto the people in front of me for nearly 3 laps before they got away and left me on my own. Although I felt a bit lonely with no one in sight to chase after I drove as tidily as I could and was able to concentrate on each driving each corner as well as I could. Finally I spotted the leader behind me as I climbed the Mountain and moved over waving him through. I expected to be overwhelmed by the chasing pack but they weren't in sight. I followed the leader through the next set of corners and was amazed to see how much he was sliding the car with little puffs of tyre smoke coming off his wheels. As I followed him along the pits straight we both took the chequered flag. To the casual observer I came second!

I was called up for the Final but the race was red flagged. I made a mess of the restart and was the last finisher. Never mind. I had 2 more signatures on my licence and the car was undamaged.

My next outing will be to Pembrey near Llanelli in South Wales. This is another double header meeting with races on both Saturday and Sunday. There I hope to get the last signature needed to upgrade my licence. If the car remains undamaged my last race will be at Silverstone in August. Then, if things work out, with my licence upgraded from Race National B to Race National A, I might be able to race at Mosport, which used to be the venue for the Canadian Grand Prix, at the end of September.

Roger Bellingham

July 2006



Roger and his car - Top left is the Pits at Donington with his boss's son William seated in the car, top right is Clearways at Brands Hatch on June 11th with a borrowed nose cone. Above is the bottom of the Mountain at Cadwell Park on June 25th and left is exiting the Esses at Donington Park on May 13th.

CLUB DIARY

Club Meetings are held on the second Monday of each month at the Rivets Sports & Social Club, Whitehead Way, Mandeville Road, Aylesbury. 7.30pm for 8pm.

December 11th 8pm Club Meeting - AGM

Any ideas for speakers for next year's meetings greatly appreciated - please contact Clive Abbott-Stone

Or maybe you don't want any, based on this year's attendances??????