

Positive Gamber

*The Newsletter of the S. H. M. C. C.
(South Hants Model Car Club.)*

April 2007

Well would you believe it! The last few Sundays have almost been too hot to race. After so many weeks of cold, windy and wet weather it has been a great relief to all of us to actually be able to fit something other than wet tyres and enjoy real full on racing again. Long may it continue I say! Yeah OK, I wrote this bit before last weekend. Wet and windy but I keep getting told we need it (no we don't!) Hopefully we have seen the last of it for a while and I expect next weekend to be back to being hot and sunny!

So the Winter series has now finished in a blaze of glory with one of the closest finishes we have seen for while. Coming into the last round it was all to play for with the top 4 drivers all in with a chance of taking glory or indeed losing it. As it turned out the last final of the last race was a nail biting affair with some very close racing and not a few door handling moments. Good to watch and even better to take part in. A really good series ended on a high so well done to all those who took part and congratulations to those who take home trophies. The final results were:

1 st	Les Baldry	788 points
2 nd	Mark Townsend	785 points
3 rd	Ian Lloyd	777 points
4 th	Dan Horton	776 points
5 th	Owen Isaacs	751 points

a full list of all the positions are shown on our newly designed and up to the minute website www.shmcc.org.uk.

While on that point we must say a HUGE thanks to Martin Smith for taking our website and updating it for us. The improvement is tremendous and is now the first part of call for all us racers on a Monday morning to see the latest results. There is also an updated picture gallery which you may find yourself in if you look and videos of the indoor racing as well as lots of other new stuff. Make sure you list it in your favourites and keep watching for the latest news.

Reality Cup.

We are now into the 4th round of this series with the 3rd round the other weekend. Full results are posted on the website. Round 4 will be on the Sunday of May 20th.

The 3rd round was a cracker. The track was just about perfect and at the end of qualifying if you had not managed to get a fast 19 lapper in you were not in the A. Ryan was pole in the B final and he was also on 19 laps, that shows you how fast everyone was going. A really good turnout as well. Must have been something to do with a really good bit of weather that brought everyone out. Pole in the A meant 20 laps was required.

Chairman's Chatter

To echo Ian's point about Sunday, what amazingly close racing and to think that 20 laps in 19T used to be the gold standard, now it's achievable with the new generation of stock motors. All of them BRCA legal.

So both the 2006/7 indoor and outdoor series' have finished (or are about to) in a really close scrap between any one of 5 or 6 drivers in all classes. It's great to see so many racers old and new, turning up week in week out and making the championships so exciting.

With our recent open evening we have picked up a few new members and I'd like to extend a warm welcome to all our new members we've picked up over recent weeks. Please give these guys a hand if you see them struggling with their cars, remember it was you once upon a time. (1951 for Ian!)

Looking forward to the outdoor season on Wednesday nights. Racing will start at 6.15 and finish when the light has gone. Sunday's has seen a great upturn in numbers and we need to keep those numbers up, to keep the racing close and the club flourishing.

A big well done to all our drivers who competed at Aldershot recently for the first round of the SLCC competition, and very well done to Bryce and Liam Cuff for their performance at the Eurocup at Snetterton (but Chelsea still didn't beat Newcastle at home boys!).

With a month to go before we host the 3rd round of the SLCC cup challenge I'm asking all the club members to do their bit. With 100+ drivers descending on us we need help to make sure the meeting runs smoothly. Whether it's scrutineering or BBQing we really need your assistance. Remember it's a

clubman's championship so everybody is welcome whether you do 11 or 20 laps every week. It's always a great day to come and see some very good drivers (and Rob) doing what they do best.

That's it for now, so we'll see you all trackside.

Happy Racing.

Mark

Since writing this we have seen the 2nd round of the SLCC at Tolworth. Good to see Dan Horton doing well and Darren also had a good finish in what can only be described as some torrential rain. Reminded me a bit of the STCC at Bashley last year. Lots of standing water, big puddles and rain. To see the bow wave some cars were making as they went round was quite entertaining and I'm sure there will be a run on speedos and receivers this week. Oh well it has to happen occasionally I suppose. On that note I asked around as to what you should do to be able to race in the rain and this is what I got.

Wet Wet Wet!

So you have driven for 2 hours to get to the next round of the race series you are doing and it starts to rain. You came up the day before to practice and set the car up in the dry and now everything goes out the window because the track is now running with water. What do you do? Pack up and go home? Get out the duct tape and completely cover your car in an attempt to stop water destroying your expensive electrics? Completely change the set up of the car as you think there will be next to no grip? As the great British weather has a habit of changing rapidly it is quite possible you will be faced with this choice at some time during your racing season. Having myself recently been in exactly this situation and having decided to at least race in the first round to see what it was like I asked around to find out what everyone else was doing and it was quite surprising to find that many of the racers there actually did very little. Obviously if the race director has announced it as a wet race then you can fit those wet treaded tyres, which in this case I think everyone did. So, what to do. Well firstly, and most probably the obvious thing. Make sure you have a FULLY waterproof speedo fitted. Its always a good idea to buy a waterproof one at the time you upgrade but just make sure it IS waterproof and not just water resistant. Even with a fully waterproof speedo you will find the terminals are out in the open so a bit of blue tack across them will help keep them from shorting out. Your receiver can also be waterproofed and there are several companies who offer this service. If you do not have a waterproofed receiver you can do what many people do and that is to put it inside a balloon

before you mount it in the car and seal the end where the wires come out with silicone or blue tack. You could also wrap it in that tape plumbers use to seal taps, PTFE self sealing tape as this will do the same sort of job. Your steering servo also could do with some protection and a bit of sealant around the joints in the case will help a lot. This leaves your motor. Electric motors in general do not like too much water but there are some things you can do. Try to make a deflector shield from an old rear wing or some other bits of plastic to stop some of the spray getting on the brush hood. Don't seal up the air vents if you can help it. It makes sense to fit a normal fairly soft brush when running in the wet, as they tend not to wear the comm so much. Silver brushes will destroy your comm and wear themselves out in one race if run in very wet conditions. Whatever you run though you must expect to get a high wear rate on the comm so check it regularly.

As far as setting the car up is concerned it seems that laying down the front shocks will help give you some extra front end grip along with fitting softer springs all round. You can also put lighter weight oil in the shocks if you are able. If there is standing water then raise the ride height by a few millimetres to clear it. If you are able to do so then turning down the punch on your speedo will help to cut down wheel spin and make the car easier to drive.

It is surprising that a well sorted car will not be that much slower in really wet conditions than in the dry, maybe only a few seconds so it is worth making those changes. Mind you, we all hope that every race day is dry, but it does not always work out that way, does it.

Guess that's all for now. Keep smiling and see you trackside.