

VOETSAK TRIBUTE TIMED LAPS EVENT BUCKMINSTER OCTOBERFEST



We were fortunate to have reasonable weather for the Voetsak Tribute timed laps event at Buckminster on the weekend of 17th and 18th October on both days, Sunday being slightly better than Saturday. I couldn't be there all of the time on either day, as I was also busy at the tethered car track where we were running our last event of the season before laying it up for the winter, but fortunately stalwart Dave Cowburn set up and ably managed the whole activity, rewarded somewhat by his winning with the fastest time. Seven models recorded times on Saturday, five of which are pictured here, and surprisingly only an additional one on Sunday, which I had expected to be the best attended day. The South Bristol lads represented a good

number of the Saturday crowd (well, more than a handful anyway) of participants, and Peter Tribe did a lot of duty as a pilot within their ranks.

As at the Old Warden Tribute event in September, 2 official timed flights were allowed for each model, with the best time used to determine ranking. Speeds were again pretty closely matched, which will result in some good 2 up racing next year when we can safely run this part of the event again (please!.....).

Best times for the RoG 10 laps recorded in the order of flying were as follows:

1. P. Tribe/pitman? 46.79 secs.
2. B. Lever/B. Waterland 46.30 secs.
3. D Hanks/P.Tribe 42.76 secs.
4. P. Morrison/P. Tribe 44.48 secs.
5. D Rayner/P.Tribe 43.96 secs.
6. D Cowburn/pitman? 40.25 secs.
7. S. Betney/A.Phin 42.77 secs.
8. R. Ewart/A. Housden 40.92 secs.

As disclosed earlier, Dave Cowburn, shown here almost smiling with his model and the mounted RGM bust award was the worthy winner with his one and only flight time of 40.25 seconds, pipping the



winning Old Warden Ewart/Housden team by just 0.67 seconds also from their first flight. It looks as though we might even get down below 40 seconds when ideal (unmodified, shop bought only) props have been found by further experimentation, I think that Dave's was an 8x6 yellow nylon Tornado, but the more important 2 up racing for the league table prizes next year will be highly dependent upon pit stop time. The cunning Brians Lever and Waterland team were strategically concentrating their extensive test flying activity on fuel range, pit time and hot restarting of the AM 25, so watch out for this team next year... Remember, only totally unmodified AM25 engines may be used, anyone consistently going a bit too quickly may be under suspicion and attract the attention of the rent-a-lynch-mob!

Ron Moulton's son Jonathan was a very welcome spectator/timer for much of the event on Saturday, and is building his own Tribute model from the VMC kit over the coming building season ready to join in next year's racing.

Since we're all control liners, these images of the c/l hard circle under construction with Manny Williamson in the digger are great news after some years of gestation, and hopefully will join the

hard tethered car circle in full operation sometime next year.



