

SAM 35 RETROFEST TETHERED CAR EVENTS BUCKMINSTER 25th-27th JUNE.

The long weekend of Friday 25th to Sunday 27th June saw the staging of the first major SAM 35 competitive events at the Buckminster track rather than just general and fun running on previous occasions. These were the Dick Roberts Memorial Trophy for Aircars contest for 2.5cc engines which was determined on the first two days, and the first stage of the Redfin Trophy for twinshaft 2.5cc engines of any kind, which will also run over the Octoberfest event on 16th and 17th October to determine the trophy winner. Details and rules for these events are available on the SAM 35 website.

After a very wet week leading up to the event and a damp start on the Friday, the weather was not too bad but put some expected entrants off, but we still had respectable entries of 11 aircars and 7 twinshaft cars.

Results for both events are determined by a similar scoring system which awards each entry up to 5 points for each of 3 aspects: the achieved Speed on the track, a Concours section and a Design and Technical Innovation section, so 15 points maximum score. This is designed to dilute the inevitable horsepower race for absolute speed and promote a wide variety of different designs and approaches, but many entrants are of course very interested in the speed aspect.

This system worked well, and with Steve Betney as c/d and multiple helpers (thanks Kevin, Alex, Jan and others), elected John Goodall the clear first



winner of the Dick Roberts Trophy with his maximum score of 15 points for his lovely, hand beaten aluminium bodied aircar. Dick's widow Babs Roberts was present all day on the Saturday to meet old friends and present the trophy to John at the end of proceedings.

Dick's old proa skeleton type aircar shown here which has generated so much interest in this type of car over recent years was given a commemorative run on the track by the winner, who keeps this along with the trophy for the year. This turned out to be about



10mph slower than the 70mph+ it has done in the past, we'll see how it does over the coming years, as this will be our custom.

Below are images of John Goodall's winning car, inspired by Dick's original in layout, but much developed in design and streamlining with streamlined hand beaten aluminium body parts.



The large display digital timing system for the track being sponsored by an anonymous donor is still under development, testing and construction by Jan Huning, so we resorted to good old stopwatches and a calculator to generate speeds in mph this time, hopefully for the last time.

The placings for the aircar event were:

- 1st. John Goodall with 15 points for his first car, at a maximum speed of 87.86mph.
- 2nd Nigel Bathe with 12 points for his car no. 1 with 4 wheels at 90.93mph, the fastest of the event.
- Joint 3rd place went at 11 points to Tony Goodger, Martin Coe with his car no. 1 and Martin again with car 2.
- Joint 6th place at 9 points was taken by yrs. truly Steve Betney and John Goodall's 2nd car with no times.
- 8th. Paul Eggleton with his lovely red Cleveland aircar which suffered from a fuel tank height problem, no time.
- 9th. Nigel Bathe with 8 points and his 2nd lifting tailplane car, no time.
- 10th. Alex Phin with 7 points.
- 11th. Chris Roberts with 4 point for his Galeota Speedster car, no time.



The Redfin Trophy event for 2.5cc twinshaft cars was run alongside the aircars with Alex Phin as c/d using the same 2.5cc specification tether cable,, which simplified being able to do this. Some lovely bodywork was on show on all of the entries, with Ferrari, Vanwall, Mercedes etc types to please the eye.

5 of the 7 twinshaft cars entered are show here against Alex Phin's Redfin engine range display in the background. as well as an example of the rolling chassis kit of parts at the front. We are promised that the much needed tyres and wheels for these will be available shortly. The red car on the right of the image is Paul Eggleton's interesting entry which was a scaled down 1942 Aeromodeller magazine Galeota car with a Redfin twinshaft engine, which unfortunately flooded

every time due to a (thankfully rectifiable) too high fuel tank position.

Speeds recorded at between 54 (me) and just over 80mph (Jan Huning) were generally about 10mph lower for the twinshaft cars than for the aircars, but I suspect that this will narrow with more practice and engine tuning time on the track in future. The placings and scores for this event were:

Joint 1st place at 11 points out of 15 each: Jan Huning with his small yellow Oliver Two Five car, Nigel Bathe with his o/d body on a Redfin rolling chassis, and Jan Huning with his Russian School car.

Joint 4th place at 10 points each: Steve Betney with red Ferrari, John Goodall with green Vanwall and Paul Eggleton with red Galeota 1942 car, all based on Redfin rolling chassis parts.

As this is just the first leg of this Redfin Trophy events, there is still all to play for in the final part at the SAM 35 Octoberfest weekend at Buckminster on 16/17th October, as each competitor is entitled to enter a maximum of two cars and the best score recorded in either leg will be used to determine final placings. As the current scoring system does not seem to be differentiating widely between scores in this event, whilst working better for the aircars, it may well be that the c/d's discretionary tie breaker point needs to be awarded at the end, and the scoring system refined for the 2022 season.

Let's finish with a couple more images from the weekend, the first being of John Goodall attaching his winning car to the tether cable aided by Peter Fox, and the other of Babs Roberts chatting to SAM 35 President Brian Lever in the pits area.



Steve Betney 3/7/21

