



# SURREY RADIO CONTACT CLUB

**AUGUST 2000 — No: 695**

CLUB NET 29.111 MHz Sunday 9:30am  
CLUB NET 144.325 MHz Friday 8:30pm  
CLUB NET 145.500 MHz and Down Thursday 7.00pm

CLUB Internet WEB Site:  
<http://www.g3src.org.uk> or  
<http://www.srcc.freemove.co.uk/>

Hon. Sec. Ray Howells G4FFY  
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or [secretary@srcc.freemove.co.uk](mailto:secretary@srcc.freemove.co.uk)

MONTHLY MEETINGS 1<sup>ST</sup> AND 3<sup>RD</sup> MONDAYS 7.45 FOR 8pm  
AT THE T.S. TERRA NOVA, 34 THE WALDRONS, SOUTH CROYDON  
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**"A" MEETING 7<sup>th</sup> Aug 2000 THE WRIGHT BROTHERS – David Foster G3KQR**  
**"B" MEETING 21<sup>st</sup> Aug 2000 FIX-IT and ADVICE CLINIC, CHIN-WAG & CLUB STATION**

Chairman	G3RJW Graham Marshall	020-8669 8722
Vice-Chairman	GOPAR David How	020-8761 2954
Treasurer, Liaison & Equipment	G4DDY Maurice Fagg	020-8669 1480
Secretary, Membership & Communications	G4FFY Ray Howells	020-8644 7589
VHF Co-ordinator	G8TB Bernard Wynn	020-8660 7517
Publicity & HF Co-ordinator	G4WAY Roger Holyoake	020-8689 7089
Members	G3ZPB Peter Burton	01737-551413
	G4XAT Gareth Evans	020-8462 2837

## Dear Members

**H**ello and welcome to the August 2000 newsletter, which I have started a week earlier than I normally do – but I am still finishing it in the week before the meeting.

For this month's "A" meeting on 7<sup>th</sup> August we welcome back David Foster G3KQR who we have persuaded to give us another entertaining talk – this one being on the Wright Brothers and the first flight. For our "B" meeting we have the regular "Fix-it" evening on Monday 21<sup>st</sup> August.

### NEXT MEETING:

**"A" Meeting Monday 7<sup>th</sup> Aug 2000**  
**THE WRIGHT BROTHERS - David Foster G3KQR**

**I**t's with great pleasure that we welcome back David Foster G3KQR (some of you will remember his entertaining style with his Linear Amplifier talk last year) to give us a talk on the Wright Brothers.

It's the end of 1902 and the Wright Brothers have just invented a glider that they can control its pitch, yaw and roll. Next they made a 4-cylinder engine suitable for aeroplane use in just 6-weeks, nothing was available that was light enough, nor smooth enough.

Just imagine the problems they experienced, the power plant, the drive to the propeller, the propeller themselves.

David is adjusting his talk so that it appeals to a greater cross-section of members by including a lot more historical information, details on the people of the time, etc and reducing the technical content.

So bring the partner, it should appeal to them and will help to give David the support he richly deserves.

### NEXT MEETING:

**"B" Meeting Monday 21<sup>st</sup> Aug 2000**  
**FIX-IT and ADVICE CLINIC**

**H**ave you ever wish for help or advice for a technical problem you have, or need advice which trying to repair an item of radio equipment. Well, this meeting may be just what you needed. These sessions are now a regular activity for the "B" meeting, in addition to the other activities of chinwag and Club station.

It's an excellent opportunity to draw upon the wealth of expertise that the Club membership holds. All we ask that you contact a committee member prior to the meeting to advise of your needs and we will try to accommodate.

Maurice G4DDY has volunteered to take your calls on 020-8669 1480.

## LAST MEETING:

"A" Meeting Monday 3<sup>rd</sup> July 2000

### SUMMER BARBECUE @ G3ZPB's

**B**y all accounts this was another success, but one I personally missed. So I was not able to enjoy the efforts of the "cooks" Peter G3ZPB and Graham G3RJW; and more especially the preparations put in by Wendy (XYL of Peter), and also Mikiko for her authentic Japanese contribution.

The club arranged the sending of flowers to both Wendy and Mikiko as a token of our thanks and appreciation. See "Members News" for further comment and reaction.

## LAST MEETING:

VHF NFD Weekend 1<sup>st</sup>-2<sup>nd</sup> July 2000

I am indebted to Bernie G8TB for this report:

**F**irst of all very many thanks to all those who participated in this weekend and those who worked us. Especially to those such as Victor G7DRW, Arthur G3YRB, and John G4DJR who helped with transport and setting up and who did not have the pleasure (?) of operating.

Now the WX .. it was raining as we loaded up and set out, but on reaching the site it very soon cleared up and we did not have any rain during the rest of the contest. We had no major troubles with equipment or generators apart from crossed drive band in my Automatic COer. High SWR was experienced with the 6-metre antenna but fortunately that cleared before the start!

Fun was had on 6-mtres but as it was the first time recently that this band was included we have no yardstick, and anyway this was a single station entry.

The normal four bands found it very hard going and with a low pressure trough stations were hard to find, and results were very disappointing. On 23cms it was my impression that there were considerably fewer stations operating.

Next year . . . . who knows.

Bernie G8TB

The teams have now scored their entries and I have submitted them to the VHF Contest Committee. The results are given below, together with last year's:

	1999		2000	
	QSOs	Points	QSOs	Points
6m	-	-	76	78,626
4m	74	12,972	51	8,533
2m	393	76,261	290	62,506
70cm	135	23,633	109	21,360
23cm	54	7,378	33	3,065

So far, I have no pictures of this year's stations, but there may be some out there, so watch this space! I confirm Bernie's comments that it was hard going and on 70cm we worked nobody in the last half-hour!

## LAST MEETING: COULSDON

### AMATEUR TRANSMITTING SOCIETY (CATS) INTER-CLUB QUIZ - 10<sup>th</sup> July

I am also indebted to Bernie G8TB for this report:

**A**s has become an annual event the SRCC was represented by four members. As usual it was very well organised without too many queries. Refreshments were served at our tables and it was surprising how time flew and it was 10:15 before the last question was posed and I looked at my watch. The evening was well attended and we came fourth which won us a prize!! Out thanks to CATS for a very pleasant evening.

Bernie G8TB

## DATES FOR YOUR DIARIES and Local Club Activities:

5 <sup>th</sup> -12 <sup>th</sup> Aug	Wimbledon & DRS Summer Camp – Barwell Farm – Details 01737 356745 – Aug 11 <sup>th</sup> On Air from Camp & BBQ
7 <sup>th</sup> Aug	<b>“A” Meeting – The Wright Brothers – David Foster G3KQR</b>
14 <sup>th</sup> Aug	CATS – Club BBQ @ QTHR of Prue G4RWW & Ron G6LX – 8pm
15 <sup>th</sup> Aug	Bromley & DRS – Social @ Victory Social Club, Kechill Gardens, Hayes – 7.30 for 8
17 <sup>th</sup> Aug	Sutton & Cheam RS – QRP Evening @ Sutton United Football Club, Borough Sports Ground, Gander Green Lane, Sutton
19 <sup>th</sup> Aug	Unveiling of Kenley RAF Memorial – GB4KEN – HF to Microwave – SSB, ATV
19 <sup>th</sup> Aug	Crystal Palace & DRC – BBQ @ All Saints Parish Rooms, Beulah Hill – 7pm
21 <sup>st</sup> Aug	<b>“B” Mtg. - Fix It &amp; Advice Clinic</b>
4 <sup>th</sup> Sep	<b>“A” Meeting – TBA</b>
5 <sup>th</sup> Sep	Thames Valley ARTS – R1155 Direction Finding Rcvr @ Library reading Room, Giggs Hill, Thames Ditton – 8pm
18 <sup>th</sup> Sep	<b>“B” Mtg. - Fix It &amp; Advice Clinic</b>
2 <sup>nd</sup> Oct	<b>Autumn Surplus Equipment Sale</b>
16 <sup>th</sup> Oct	<b>“B” Mtg. - Fix It &amp; Advice Clinic</b>
6 <sup>th</sup> Nov	<b>LF Talk – Derek Atter G3GRO</b>
4 <sup>th</sup> Dec	<b>Christmas Talks – TBA</b>

SRCC Meetings indicated in **BOLD** with venue of Terra Nova unless otherwise stated. Sorry no room for other Local Clubs this month.

## SILENT KEY - Dave Deacon G3BCM:

**I**t is with sadness that I have to report the recent death of Dave Deacon G3BCM on 30<sup>th</sup> June. He was in his 83<sup>rd</sup> year having been born in 1917. Dave was cremated at Beckenham Crematorium on 17<sup>th</sup> July with over 50 people present. Arthur G3YRB and Bernie G8TB represented the SRCC.

I am indebted to Ron G6LX for the following:

Dave died while on holiday earlier this month. He was in his eighties and had been a member of the SRCC since he left the Royal Navy in 1948. While based at Trincomalee in what was then Ceylon, his ship was ordered to go to Japan to observe the atom bomb devastation at Hiroshima. Dave, as a Chief Yeoman of Signals was one of the shore party providing radio contact with the ship. He had never forgotten the horrors and often commented that the sights would give him nightmares all his life.

He first experienced amateur radio while in Ceylon and obtained a VS7 call, which he used at the radio club in Trinko. On his return to being a civilian, he applied for a UK license and became G3BCM, a call he had held until his death. During the 1950s and 60s he was an active supporter of the Croydon RSGB Group and the SRCC and ran the 'A' station in the HF National Field Days. Job wise he joined the UK Chamber of Shipping, which was located in what is now known as 'Docklands'. He stayed with them working full time until he retired in 1980, when he continued to act as a consultant on ship's radio and electronics.

Living in South Norwood he had a well-equipped station but in recent years became relative inactive, although he operated from time to time on 160 metres, his favourite band.

Ron Glaisher G6LX

## TED HONEYWOOD G3GKF

I am indebted to Ray G2KU for the following nostalgia originally printed in CATS Whispers July 1990:

### 1. PURLEY AND DISTRICT RADIO CLUB - THE EARLY DAYS by Ray Herbert. G2KU

This Club originated as the Sanderstead and District Radio Club and consisted largely of Surrey Radio Contact Club members who felt that there was a need for an extra meeting in the locality. The inaugural meeting was held on the 25th November 1949 at the Cranleigh Restaurant, Sanderstead. Those attending included G2AXG, G2AYM, G3EBE, G3DPJ and G2KU. Mary Clanfield, a local pharmacist, was the first Secretary.

In June 1951 a move was made to the Railway Hotel, Purley, as it was more centrally placed for most members and at the same time the name was altered to the Purley and District Radio Club. New owners at the hotel necessitated a further move to the Central Library, Purley in September 1953. About the time of the change of meeting place to the Railwaymen's Hall, Purley in October 1956, the membership was approaching the 100 mark. During this period the Club was in the capable hands of Ted Honeywood, G3GKF (Chairman), Alan Frost, G3FTQ (Secretary) and Mike Roach, G3TWJ (Treasurer). There was plenty of activity ranging from NFD contests, special event stations and expeditions to the Isle of Man. Many would say that the years at the Railwaymen's Hall represented the Club's heyday.

For a variety of reasons a decision was taken to discontinue activities and, regrettably, the last meeting was held on 4th July 1975 at the Lansdowne Hall, Purley.

Quite a few members were reluctant to see the Purley area without some form of local club and they formed the Coulsdon Amateur Transmitting Society, the officers being Harold Thornton, G4DID, Nick Moyes, G8KMJ and Frank Emery, G3ZMF. At about the same time other members of the old Purley Radio Club decided to meet on an entirely informal basis as the Caterham Radio Group.

### 2. THE EMERGENCE OF CATS (AND AFTER) by Alan Bartle. G6HC

Clearly, no time was lost between the stand-down of the Purley Club and the first steps toward formation of the present Society. Records show that an informal meeting to this end was held on that same 4th of July 1975 in that same Lansdowne Hall!

At this stage a temporary committee was formed with Nick Moyes, G8KMJ as Secretary and Bob Swan, BRS34032 as Treasurer, - Chairman to be elected at the first AGM. Other members were G3FTQ, G3GKF, G3TWJ, G3ZMF, G4DID, G8DTQ, Martin Brown, Ron Claridge and Peter Fry.

This committee met 5 more times prior to the first AGM on 6 Nov 75 by which time all the basic groundwork necessary to the formation of the new Society, by now designated Coulsdon Amateur Transmitting Society, had been completed. Harold Thornton, G4DID had arranged for the use of a hall for Ordinary Meetings (see poster advertising the first one), the newsletter, designated Cats' Whispers (as now), was being published, a start had been made on formulating the rules and membership had been built up to 39.

At the AGM the elected committee comprised:  
Harold Thornton, G4DID - Chairman  
Nick Moyes, G8KMJ - Secretary  
Bob Swan - Treasurer  
Alan Frost, G3FTQ; Frank Emery, G3ZMF; Ted Honeywood, G3GKF; Laurence Howell, G4DMA - Members

## MEMBERS NEWS, etc:

### Help for Arthur G3YRB

Hi Ray - I need some help (muscle) to get my beam reflector back up where it belongs on the beam of my antenna. I found it on the ground after a windy spell and there is no way that Britta is going to let me climb the tower myself. She says that she will be quite happy to supply refreshments to any volunteers !!!!!!!

I wonder if you would put a "cri de couer" in the next newsletter for me.

73 de Arthur G3YRB.

Arthur - so sooner said than done. Arthur's contact details: E-Mail: jumbo@asimpsontom.freemove.co.uk  
Tel: 020-8684 3974

### New E-Mail Address for Ian G3KXT

Please note new e-mail address: annian@lineone.net

### New Telephone Number for Mike G4WII

Mike has advised of his new telephone number so please amend your address lists to: 020-8658 9110

### **New Call-sign for Donovan M/KC2FGZ**

Congratulations to Donovan Haynes who is now the proud recipient of M0CVZ – well done.

Donovan is also seeking an SVGA computer monitor – any offers to him on E-Mail: kc2fgz@hotmail.com or Tel: 020-8406 4444 Many thanks.

### **BBO Thanks to Wendy & Mikiko**

As you will have read earlier in this Newsletter, the Club has sent bouquets of flowers to both Wendy and Mikiko as a token of thanks.

I am advised that the delivery to Wendy took place on a Saturday morning when she was right in the midst of the panic for the preparations of a family celebration that day. The transformation in her mood was a joy to see – the timing couldn't have better! Wendy was very pleased with the flowers and passes on her thanks to everyone.

I have also received a letter from Mikiko thanking us for the beautiful flowers and she gives her best regards to the members of the Club.

On both occasions, the courier delivered the flowers in a big-boxed parcel that surprised both Wendy and Mikiko. I had used a firm that trades on the Internet, and I have also used them for sending flowers to relations of mine celebrating their Golden Wedding. On all occasions they have proved very reliable, delivered on the day requested and the recipients very pleased with the flowers. I therefore highly recommend Flowersdirect Ltd. <http://www.flowersdirect.co.uk/home.htm>

### **Ready Steady Cook Appearance**

During a recent telephone call with Mikiko, I learnt that she had spent a very enjoyable day filming for the BBC programme "Ready Steady Cook". This took place on Tuesday 18<sup>th</sup> July in Production studios in the Wandsworth area. Mikiko says it was very hard work and a rehearsal is done before the actual recording. All the people she encountered were very nice and she found it an exciting and happy experience.

I understand the show is to be transmitted on August 16<sup>th</sup>, but I don't have the time yet. I do know the result but I'll keep that for next time!

I suggest one checks in that week's TV listings, though I have found an internet version which gives up to two-weeks ahead: <http://www.mydigiguide.com/>

One can also download a digiguide for Windows from <http://www.digiguide.com/> - this allows off-line reading!

### **GPS ACCURACY**

Mike G4WII has also sent me an E-mail regarding GPS:

Ray - I'm still new to the e-mail game so I hope I'm successful attaching an item from The White House. I use GPS in my Glider and have always been blown-away by its accuracy which was +/- 100 meters. It's now improved to about 10 metres if the attached is to be believed. Best 73's - Mike Sesemann G4WII

THE WHITE HOUSE Office of the Press Secretary  
For Immediate Release May 1, 2000  
STATEMENT BY THE PRESIDENT REGARDING THE  
UNITED STATES' DECISION TO STOP DEGRADING  
GLOBAL POSITIONING SYSTEM ACCURACY

Today, I am pleased to announce that the United States will stop the intentional degradation of the Global Positioning System (GPS) signals available to the public beginning at midnight tonight. We call this degradation feature Selective Availability (SA). This will mean that civilian users of GPS will be able to pinpoint locations up to ten times more accurately than they do now. GPS is a dual-use, satellite-based system that provides accurate location and timing data to users worldwide. My March 1996 Presidential Decision Directive included in the goals for GPS to: "encourage acceptance and integration of GPS into peaceful civil, commercial and scientific applications worldwide; and to encourage private sector investment in and use of U.S. GPS technologies and services." To meet these goals, I committed the U.S. to discontinuing the use of SA by 2006 with an annual assessment of its continued use beginning this year.

The decision to discontinue SA is the latest measure in an on-going effort to make GPS more responsive to civil and commercial users worldwide. Last year, Vice President Gore announced our plans to modernize GPS by adding two new civilian signals to enhance the civil and commercial service. This initiative is on-track and the budget further advances modernization by incorporating some of the new features on up to 18 additional satellites that are already awaiting launch or are in production. We will continue to provide all of these capabilities to worldwide users free of charge.

My decision to discontinue SA was based upon a recommendation by the Secretary of Defense in coordination with the Departments of State, Transportation, Commerce, the Director of Central Intelligence, and other Executive Branch Departments and Agencies. They realized that worldwide transportation safety, scientific, and commercial interests could best be served by discontinuation of SA. Along with our commitment to enhance GPS for peaceful applications, my administration is committed to preserving fully the military utility of GPS. The decision to discontinue SA is coupled with our continuing efforts to upgrade the military utility of our systems that use GPS, and is supported by threat assessments which conclude that setting SA to zero at this time would have minimal impact on national security. Additionally, we have demonstrated the capability to selectively deny GPS signals on a regional basis when our national security is threatened. This regional approach to denying navigation services is consistent with the 1996 plan to discontinue the degradation of civil and commercial GPS service globally through the SA technique.

Originally developed by the Department of Defense as a military system, GPS has become a global utility. It benefits users around the world in many different applications, including air, road, marine, and rail navigation, telecommunications, emergency response, oil exploration, mining, and many more. Civilian users will realize a dramatic improvement in GPS accuracy with the discontinuation of SA. For example, emergency teams responding to a cry for help can now determine what side of the highway they must

respond to, thereby saving precious minutes. This increase in accuracy will allow new GPS applications to emerge and continue to enhance the lives of people around the world.

## **GB4KEN - RAF Kenley - Sat 19<sup>th</sup> Aug**

In conjunction with the Corporation of London and the Radio Communication Agency, a special event station will take place on the site of the old airfield. There will be an unveiling of a memorial to the RAF Kenley officers, men and women. The Corporation have lead a project to rebuild one of the fighter blast pens on the Hayes Lane side and a memorial is being built there. Among the various activities on the day, including a fly past by the Battle of Britain flight, will be an amateur station, GB4KEN, run by RA staff. They intend to run all bands 80m to 23cms (& microwave) using SSB, FM, ATV, etc. There will be parking on the old airfield and some several thousand visitors are expected. We hope that SRCC members will either come along or give them a call. It will be an historic day.

This was originally printed in CATS Whispers

## **Report on Gareth G4XAT's Entry in The Shell Eco-Marathon, 7/8 July 00.**

I am indebted to Gareth for the following:

Since the mid 80's Shell have been running a competition to see just how many miles per gallon can be achieved from specialist vehicles. Over the years the competition has grown to international proportions with the French in particular really pushing the limits. In typical British fashion very few 'professional' teams get involved but lots of enthusiastic amateurs (and many schools, colleges and universities) have been at it for years, my own school (and self) included.

The world record currently stands at just over a staggering 9,850 mpg, that's less than a teaspoon full (5ml) to travel 10 miles as at an average speed of 15 mph. The current record holder's vehicle weighs all up, with the driver, 50kgs. Constructed from foam coated in silk and epoxy resin, the front spindles (kingpins in times of old) were made from phosphor bronze strip sandwiched between the tinniest of aluminium brackets. The driver has to be a minimum of 10 years old, which helps with weight. The Japanese team employs the services of a person of restricted growth.

My schools entry dates from 1992 when we first entered using a tiny 17cc Honda camping generator. This unit never quite had enough power although we tried porting it and fuel injection. It did manage 503 mpg though. We moved on to a Honda 50 (50cc) engine, taking the drive direct from the crankshaft. This had plenty of power and delivered a best of 730 mpg in basically standard form. The chassis was unstable at speed and we did the world a favour and cut it up before it hurt someone! We had since re-engined our original chassis with a new 26cc 4-stroke strimmer engine. This has produced a best of 858 mpg and remains at present our 'old faithful'.

My own endeavours have been aimed at something a little more practical for everyday use and are based on a single seater car originally manufactured in Denmark and powered by a 4 hp 36 volt motor. I swapped my very tired Jeep kit car for it, minus the motor. There is a long history behind this vehicle (there are several hundred of these running around in Denmark and there are apparently recharging sockets available in supermarket car parks) but despite the imaginative design the company went bankrupt 3 times. Motor technology has moved on since then, notably the Lynch motor and these are sold as replacements nowadays. I did enquire the cost of a suitable replacement and was quoted £1000 for the motor and another £250 for the speed controller. I declined..... but not before absorbing the fact that they recommended 7 HP in place of the original 4HP. I started some research. Honda have been producing their 'Honda 50 step-through' motorbike (a.k.a. 'Knowledge Bike' beloved of trainee taxi drivers) since the sixties. As time has progressed the engine has been refined and the units increased in capacity. The top of the range is the Honda 90, which on later models features electric start. The 50cc unit produces 4.5 hp, the 90 cc about 7.5hp. They all feature an automatic clutch (rev it up and go) and three speeds. They are driven like a manual car only there is no clutch pedal. As you change gear the clutch is first released and then the gear changed. Opening the throttle again makes the clutch engage and away you go. Seeking a cheap solution to my motive power I placed an advert in Loot, "Wanted, crashed, smashed or bashed C90". I had one phone call from a gentleman in Harrow. I thought he said £50 on the phone so I drove to Harrow. It was just what I was looking for, a well cared for electric start model that he'd ridden into the back of a Taxi and bent the frame. It stated 'on the button' so I asked him again what he would take (ever hopeful!). When he said £15 I nearly fell over in my haste to pay him and load the bike into my car! Even better, he had an earlier model (useful as the cam is used for the ignition trigger) partly stripped in his shed. Another £5 secured the whole engine. Back at home and after careful measuring I determined the best fit mounting in my vehicle and was able to install it to look like it was planned. To allow the use of the original air cleaner I cut the intake manifold and had it TIG welded back together after turning it through 90 degrees. A simple gear changing mechanism was made from windscreen wiper linkage and joints, grafted onto an adaptation of a Ford Granada automatic shifter. Tests on blocks with the wheels clear of the ground showed everything was fine. The next step was to drive it around the school playground and try to shake out any mechanical bugs (whilst the club barbecue was underway I was burning the midnight oil getting it ready for this test). The test went well, except it rained. More testing on Wednesday evening showed that all was well. Joshua and Jayne had a go too. Nothing needed adjusting so I prepared for the event. To get the schools vehicle to Birmingham it was put on my roof rack (on a special plywood carrier) and I hired a medium size trailer to take mine. With

everything loaded up we departed early Friday morning. (6.15a.m. W.D.T. (wife delayed time)). We arrived at Birmingham NEC at around 9.30 am after a jam and trouble free journey. Three sets of parents had also arrived to bring their sons and to support the team. Unloading, paperwork, fuel measuring and so on occupied the morning. The afternoon was given over to testing on the new course and both my own vehicle and the schools performed well. We quickly developed a routine for getting around the course (most teams use 'burn and coast') and we all had a good number of laps, not least Joshua, my own lightweight driver! There was a brief meeting after the track closed and after checking things over we departed for our accommodation at a nearby Travel Inn. For the benefit of members who have not tried this chain (Part of the Whitbread group / Brewers Fayre) they provide family rooms for a flat fee of £41.95 per night. They are also attached to a Pub/restaurant and I can vouch for the quality of both. We all had a very convivial evening and I was asleep by 9.10pm!



Scrutineering

An early breakfast soon had us back on site giving our cars another final 'once-over' when the heavens opened. This delayed the start a little as most cars are running on special slick tyres. Eventually we deemed it safe so Joshua was sent out. Keeping a track of his laps was fun, 18 and 3/4 being the required number. He drove well and when his fuel consumption was calculated it was 281 mpg. Jayne had a go next (it rained a little more) and achieved 277 mpg. Then I drove, managing 284.6 mpg and finally Joshua had a second try, recording 280 mpg. I was surprised that the different driver weights made so little difference, pointing to other more significant factors perhaps such as tyre scrub (it was quite a tight course, about .28 miles per lap). Having

recorded our runs, we tidied up and enjoyed the rest of the event. Our schools vehicle managed a best of 555, shy of our previous best but the course was very different to Silverstone. There will be an event next year (details and venue tba) but in the meantime, "Wanted, crashed, smashed or bashed Honda C50". Phone me on 020 8462 2837 as I want to try approaching the problem with a bit less horsepower and possibly more economy. If anyone would like to hear more about this project, just ask.....

Gareth G4XAT



Jayne Driving

### SUBSCRIPTION RENEWALS:

I understand that now over half of your have renewed your membership – many thanks – it is appreciated. For the remainder could you please send £8.00 (or £12.50 for family membership) to Maurice G4DDY QTHR (or 020-8669 1480) as soon as possible. The newsletter address label indicates year of renewal, but may not have caught up if you have paid in the last few days. I have printed a Slip again below for your use.

### SIGNING OFF

That's it for this month – but a final reminder for your support for this month's "A" meeting with David Foster G3KQR on the Wright Brothers.

Also please send me contributions for the Newsletter - they are always welcomed - especially the Member's News. You will note that it was a good month as I have reached 6 sides this time – but it did take some time – hence late posting again (work always seem to get in the way!!)

*Maurice* G4FFY

73 and 88

Posted: 3<sup>rd</sup> Aug 2000

SRCC Subscription Renewal Form August 2000

Name: ..... Call/sign/RS: .....

Address: .....

..... Tel: .....

Member: £8.00 Family: £12.50

Cheques payable to **SRCC** and send to:

Maurice Fagg G4DDY

113 Bute Road, WALLINGTON SM6 8AE

Tel: 020-8669 1480