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The Newsletter of
The Mid-Thames Model Boat Club

April 2025 **Issue 186**

Dates for your diary

- **Wed 2nd April 10am > Midweek Mariners**
  All types of boat are welcome
- **Sat 5th April 10am > 4pm Fast Electric** Testing & Practice any F/E boat
- **Sun 6th April Round 2 Yachting**
  Fiesta/Victoria **10am > 1pm**
  Handicap(Any yacht)**1pm>4pm**
- **Wed 9th April 10am > Midweek Mariners**
  All types of boat are welcome

Bumper 15 page Spring Edition

Yachting handicap race at the regatta on 2nd March 2025

Chairlady's Corner by Wiki Daniels

The clocks will have changed by the time this latest edition of the newsletter comes out and with it a return to longer days and hopefully some warm sunshine!

We've already had some weekend events this year including very well attended fast electrics racing and tug towing days. Please continue to support our sailing section; we have some excellent deep water with no aggressive swans and (currently) no weed, so please make the most of it.

Thank you to Tony and the gang for clearing the site and making our parking easily accessible. Please could everyone continue to keep our area clean and tidy to maintain our good relationship with the site owners.

Upcoming external events

Some exciting events are coming up which some members are going to attend. There is a Model Hovercraft Association fun day at Eastrop Park in Basingstoke on Sunday 27th April from 10 am. Then Model Boat Mayhem at Wicksteed Park, Kettering on 24th and 25th May – this event always proves to be very popular with the model boating community, it is an excellent opportunity to meet other boaters and chat about model boat related activities. Then finally there is a model show at Old Warden, Shuttleworth on the 12th and 13th of July, which also sounds like a lot of fun.

- **Sat 12th April** **Round 1**
  Tugs & Scale 10am > 4pm
  Free sailing & competition
- **Wed 16th April** **10am >**
  Midweek Mariners
  All types of boat are welcome
- **Sat 19th April** **Round 2**
  Fast Electrics **10am > 4pm**
  Club500, F600B, Wacky Races, Mono 1 & Run What Ya Brung
- **Sun 20th April** **Round 2**
  Yachting
  DF95 **10am > 1pm**
  IOM **1pm > 4pm**
- **Wed 23rd April** **10am >**
  Midweek Mariners
  All types of boat are welcome
- **Sun 27th April** **10am >**
  Club Sunday All types of boat are welcome
- **Wed 30th April** **10am >**
  Midweek Mariners
  All types of boat are welcome
- **Sat 3rd May** **10am > 4pm**
  Fast Electrics Testing & Practice
  Multihull boats - Hydros Cats & Riggers
- **Sun 4th May** **Round 3**
  Yachting
  Fiesta/Victoria **10am > 1pm**
  Handicap(Any yacht) **1pm > 4pm**
- **Wed 7th May** **10am >**
  Midweek Mariners
  All types of boat are welcome
- **Sat 10th May** **Round 2**
  Tugs & Scale 10am > 4pm
  Free sailing & competition
- **Wed 14th May** **10am >**
  Midweek Mariners
  All types of boat are welcome
- **Sat 17th May** **Round 3**
  Fast Electrics **10am > 4pm**
  Club500, F600B, Wacky Races, Mono 1 & Run What Ya Brung
- **Sun 18th May** **Round 3**
  Yachting
  DF95 **10am > 1pm**
  IOM **1pm > 4pm**
- **Wed 21st May** **10am >**
  Midweek Mariners
  All types of boat are welcome

Club Kit

Please let me know if you'd like some club kit! I'll be putting an order in on Friday the 11th of April.

Price List

Polo shirt £26.40

Fleece £40.80

Hat (one size) 18.60

Beanie (one size) £16.20

Sizing for Polo Shirt and Fleece

Size conversions

Size	S	M	L	XL	XXL	3XL	4XL	5XL
Size:	S	M	L	XL	XXL	3XL	4XL	5XL
Chest (to fit):	36/38	38/40	41/42	43/44	45/47	47/49	50/52	53/55

Membership Renewal

Finally please remember to renew your membership if you have not already done so.

Wiki

MTMBC Site maintenance/assets - by Tony Simons

To keep the membership charge low the club agreed to keep our area tidy, we all benefit from the modest rent and it is only fair that all members contribute a few minutes periodically to gardening duties. There are a variety of garden tools kept in the store from secateurs, a fork, a shovel, to a battery-powered hedge trimmer for the low-hanging willow shoots.

The area we use is looking reasonable at the moment, but nature is already wakening with thin bramble runners growing around the base of the willow trees and the willow shoots are starting to descend.

The undercover area we use when the rain stops play requires an attack on the weed growth to maintain access.

- **Sat 24th & Sun 25th May Club visit to Model Boat Mayhem**
- **Wed 28th May 10am > Midweek Mariners** All types of boat are welcome
- **Sat 31st May 10am > Fast Electrics** Testing & Practice. Including Gas & Nitro Boats
- **Sun 1st June Round 4 Yachting**
  Fiesta/Victoria **10am > 1pm**
  Handicap(Any yacht)**1pm> 4pm**
- **Wed 4th June 10am > Midweek Mariners** All types of boat are welcome
- **Sat 7th June Round 3 Tugs & Scale** 10am > 4pm Free sailing & competition
- **Sun 8th June 10am > 4pm Chairladies Day** For Family & all type of boats. Bring your own lunch.
- **Wed 11th June 10am > Midweek Mariners** All types of boat are welcome
- **Sat 14th June 10am > Fast Electrics** Testing & Practice
- **Sun 15th June Round 4 Yachting**
  DF95 **10am > 1pm**
  IOM **1pm > 4pm**
- **Wed 18th June 10am > Midweek Mariners** All types of boat are welcome
- **Sun 22nd June 10am > Club Sunday** All types of boat are welcome
- **Wed 25th June 10am > Midweek Mariners** All types of boat are welcome
- **Sat 28th June Round 4 Fast Electrics 10am > 4pm** Club500, F600B, Wacky Races, Mono 1 & Run What Ya Brung

The blue exercise mat has been lifted but still has sufficient water within to prevent fully lifting it from the parking area, but we have gained a parking space that is much needed at Fast Electric meetings.

A new step has been fitted to the adjustable platform ramp and below the weed cutting platform requires some changes to improve buoyancy and stability.

The weed-cutting platform is to be modified to permit more buoyancy to be fitted and increase the working deck area, once this is complete it can be kept afloat to release another parking space.

Tony

Fast Electrics by Paul Garson

How time flies and the first quarter of 2025 is already behind us. We have Round 1 of the 2025 Championship already completed with the races taking place on 21st March.

Turnout was good for the first race of the season with at least six to seven boats racing in each class. Although we missed a few racers for one reason or another. Otherwise it was a really exciting day's racing. The weather on the day was a bit cool but surely as it continues to warm in the coming months we should have a few more racers taking part.

The first meeting included presentation of the trophies by Wiki to winners and runners up from the 2024 season.

Club Contacts - Your Committee

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& Tug Leader
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& Voice Pipe Editor
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1st place Club500 Leo Daniels

2nd place Club500 Paul Garson

1st place F600B Leo Daniels

2nd place F600B Steven Greenslade

1st place Mono 1 Tim Kozlowski

1st place Wacky Races Tim Kozlowski

Tony explains why he does his “special awards”

First Race Meeting

A visual inspection of the race course from the bank showed that it was clear of weed and here’s holding thumbs that things continue in this vein for the rest of the season. With the race course being clear and all racers present we made a sharp start

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Midweek Mariners Co-ordinators
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lawriecooper@btopenworld.com

at 10 o'clock and had completed all the races by two o'clock even allowing for a fairly normal lunch break and the presentation of the trophies by Wiki.

Otherwise a really good day's racing was had despite a few bumps here and there, things went off without a hitch.

And as always many thanks to all who helped with race control and scoring.

Championships

After the first round the championship standings are:

Club500

Position	Name	Points
1	Edwin S	9
2	Wiki D	6
3	Leo D	4
3	Tony S	3
5	Mike D	2
6	Allan B	1

F600B

Position	Name	Points
1	Leo D	9
2	Wiki D	6
3	Edwin	4
4	Alan B	3
5	Mike D	2
6	Tony S	1

Club Contacts - Your Committee

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Scale Leader
Lawrie Cooper
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lawriecooper@btopenworld.com

Wacky Racing

Position	Name	Points
1	Bill C	9
2	Barry E	6
3	Leo D	4
4	Steven G	3
5	Paul G	2

Mono 1

Position	Name	Points
1	Bill C	9
2	Steve G	6
3	Leo D	4
4	Edwin S	3
5	Paul G	2
6	Barry E	1
7	Jason C-W	1

As always there was some really good close racing in all the classes and this should make for some really competitive racing for the rest of the season.

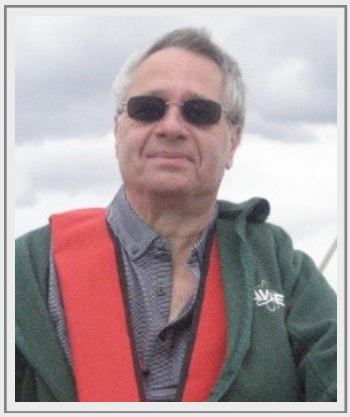
During the off season F/E Saturdays saw a number of the die-hard members making regular visits to the lake to test and fine tune boats and their driving skills for the upcoming season.

Last year also saw a steady growth in racing numbers particularly in the F600B and Mono1 classes, long may it continue. As a result in the later part of the last season it was necessary to run two heats in the Mono1 class as there were at times at least eight boats on the water and as you can imagine this led to a bit of mayhem and a few unintended crashes. We will probably have to run at least two heats in the Wackys and if the growth in the F600B's continues this year. This makes for a long day, but you cannot stop progress.

During last year there was a big improvement in driver's skill across all classes and thus made for some really close and exciting races. Will we see another big improvement this year?

There were various attempts made during the winter months by some very enthusiastic racers to establish a speed record at the Club with the first record of plus 50 mph being set by Dave Parker but along came Barry Eggleton a short time later to burst his bubble with a blistering 68mph. Not being satisfied with that, Barry eventually managed to set a Club record of 69 mph. Will it hold for 2025?

Club Contacts - Volunteers



Webmaster
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What's ahead for 2025?

Plenty of fast electric racing for a start with another eight rounds to be run, finishing in October.

A GASTRO (Gas/Nitro) day and multihull day will also be held during the course of the year and as requested we will try and squeeze in a few more days for these as the year progresses.

A speed record setting day is also in the offing and should see some very keen racers trying to break Barry's record. How this will be organised is still to be settled on.

It is also planned to hold a social day where racers can bring along families and friends to see what the F/E racers get up to on a Saturday morning and perhaps enable us to recruit a few new members.

Again this year the fast electric test and practice days have been formalised in the calendar to make it easier for members to plan outings to the lake.

With the 'Hooligan' class of boat, the really big stuff, starting to show a rise in numbers we are going to have to try and plan an event for them as well?

How are we going to fit all this into an already busy season? Any ideas will be welcome.

During 2026 we will be looking to shift the Club500 and F600B's away from Nimh batteries to Lipos as the Nimh batteries are starting to become a bit pricey, as the world shifts to other battery technologies. It is planned to run a number of tests with Lipos in the Club500 and F600B's during the course of this year to sort out any issues with battery capacities and propellers. Racers will be updated through the VP but early season tests show that this will be a good move.

Looks like 2025 is going to be really exciting for the FAST ELECTRICS so may they continue to go from strength to strength.

GASTRO Chatter by Paul Garson

As with last year GASTRO (gas/nitro) day is also scheduled and likewise the date can be found on the calendar.

Over the winter months I started to strip my Crackerbox to refit the drive train to try and improve the handling so I could keep Steve Greenslade's riggers company and hopefully it too should be on the lake shortly.

Steve continues to do a lot of development work on his riggers to both the engines and hulls and has on occasions been seen tearing around the lake. Nice work Steve.

I know that there are a few of you with nitro and gas boats so get them out, dust off the cobwebs and get them on the water.

See you Lake side

Paul

Dave's Racing Tweaks *- Make yourself a wire drive.*

Introduction

I recently tried to purchase an ETTI Racing Products Carbon Wire Drive at £40 plus tax and shipping, but the shipping cost was set at £40 by default. When I asked for a lower shipping charge, my request wasn't taken into account.

Trading Post

Trading Post is an area where members can advertise their model paraphernalia. So if you have to sell, swap, or just want something send contact details, brief description and a picture if possible to:- parker42@btinternet.com

This old race boat is looking for a good home

Original Kukorelli hull & hardware raced in ECO Expert.
Integrated flood chamber so it self rights. Integrated buoyancy chambers so it won't sink.
Excellent quality Shultze German ESC plug & play. Cheap Chinese motor Feiagao 3,363Kv. Futaba servo.
This boat doesn't match any of the classes we race at MTMBC but is similar to a F600B although faster, more agile and fun to drive. Suitable for 3s Lipo or 7 cell NiMh.

Contact **Dave Parker**
Tel: 0118 9700162
Email: parker42@btinternet.com

Since the shipping cost was so high, I decided to make my own. To my surprise, it seemed like it was possible to make one without any special equipment and at a much lower cost. Most model boaters probably already have the tools they need to make one, so here's how.

Parts

These were ordered from both China and here, and some came in multiples because of minimum order requirements. So, in those cases, the price was divided by the number of items.

I'm making this 2.5mm wire drive for a Mono 2 Race boat, but a 2mm drive is a better option for Mono 1 or Mini Mono. The outer tubes and all but the top bearing are the same for both. The assembly method is the same.

Here's an original ETTI 2mm version shortened and fitted to a Wacky Racer. And below that, is a full-length 2.5mm version fitted in a Mono 2.

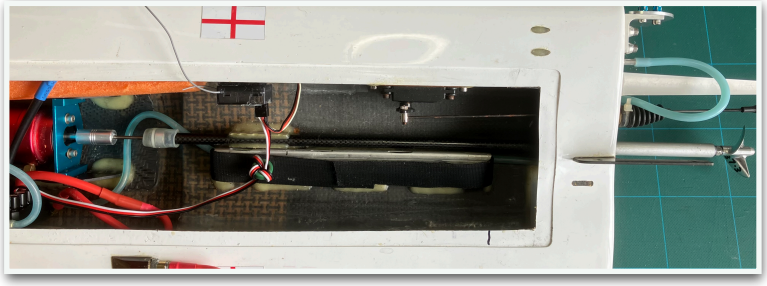


Table of Parts

Parts	Sizes	supplier	Price + tax & postage
Carbon Fibre Tube	6mm i.d. x 8mm o.d. 500mm long Twill Glossy 3K	Alli Express	£6.52
Aluminium Tube	8mm i.d. x 10mm o.d. 400mm long	Alli Express	£2.50
Stub Shaft	4mm x 80mm 2mm / M4	Tenshock	$6.99
Wire	2.5 mm or 2mm dia piano wire	Macc Models	£1.70
Bearings	Stainless steel shielded. 4x8x3 flanged, 4x8x3, & 2.5x6x2.6 flanged (mm) for 2mm shaft 2x6x2.5 flanged (mm)	Simply Bearings	£8.91
Silicone Tube	6mm i.d. about 25mm long	From Dave	£0.0

Stubb shaft

I used a spare stub shaft from an ETTI 2mm drive and drilled it to fit a 2.5mm shaft. For those making a 2mm drive Tenshock has 4mm stub shafts M4 threaded to suit a 2mm wire available for $6.99. These have a ridge at the front of the shaft to prevent the 4mm bearing slipping onto the 2mm shaft. So if you are making a 2mm version the positioning of the end of the carbon tube in the aluminium tube is not as important. (see assembly method)

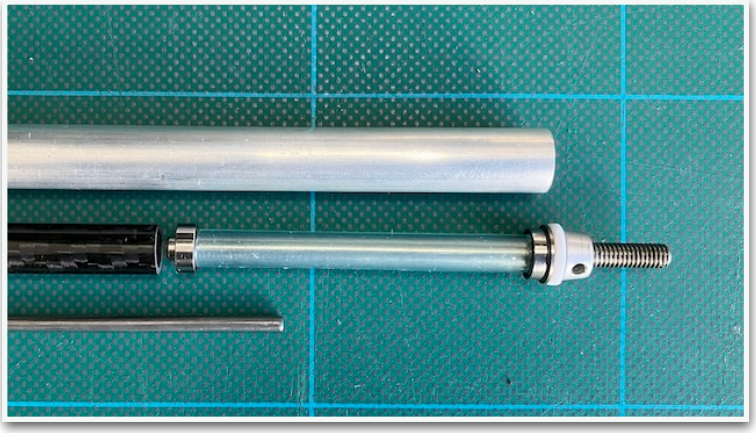
Wire

You can use a hard stainless steel rod or piano wire. I chose piano wire because the stainless steel rod I ordered was bent in transit. Piano wire is tougher and doesn't deform when the coupling grub screws are tightened onto it but it can rust if not cleaned and dried off properly after use.

Tools

Tools	Comment
Mask	A must when working with Carbon Fibre
Fine saw	Any fine cut saw like Xacto
Small disk cutter	Dremel or similar
Carborundum stone or small sharp file	To make a flat on wire for the coupling grub screw

Method of Assembly



Stub shaft with bearings, silicon tube spacer and p.t.f.e. thrust washer. Outer Aluminium, inner carbon fibre tubes & 2.5mm piano wire shaft.

Drive shaft

First, glue the wire into the stub shaft. Make sure everything fits well, is clean, and is de-greased. Score the wire where it'll go inside the stub shaft to make a good key. Then, glue it in place using Loc-Tite 603 or a similar oil-resistant adhesive (TruLoc Shaft 231 from Simply Bearings is the same stuff at half the price). Next, assemble the bearings on the stub shaft, including a silicone tube spacer to keep them in place.

Drive shaft outer

Cut the aluminium tube to 120mm and make sure one end is square and well finished so the rear flanged bearing sits square. Measure the distance between the inside face of the flange on the rear bearing and the front face of the plain bearing on the stub shaft.This tells you how far into the aluminium tube the carbon fibre tube needs to be to support the front stub shaft bearing.

Now, slide the carbon fibre tube into the other end of the aluminium tube. The carbon tube acts as a stop for the forward plain bearing on the stub shaft, so it's important that a) it's in the right place and b) that the front face is square and free from any adhesive so the front bearing will seat properly.

Assembly

Cut the carbon tube and wire to roughly their finished lengths to fit the boat. Leave them a bit longer than needed so you can cut them accurately before fitting.

Dry assemble the shaft into the tubes so the carbon fibre tube is inserted the right amount to support the front stub shaft bearing. The rear flanged bearing should sit in the end of the aluminium tube with the flange against the end of the tube. To keep everything in line, thread the smaller flanged top bearing onto the wire shaft and into the top end of the carbon fibre tube. If everything looks good, mark the carbon fibre tube where it enters the aluminium tube so you know how far to insert it when gluing.

Gluing

Here's how you can prepare the mating surfaces and assemble the tubes. First, rough up the surfaces and glue the tubes together. Make sure to measure from the end of the aluminium tube to ensure the carbon tube is positioned correctly. I recommend using Araldite Precision glue. Clean off any excess glue, especially around the end of the carbon tube inside the aluminium, so the bearing can sit squarely.

Next, determine the exact length of wire and carbon tube. Cut them to length. The carbon fibre tube must be finished square so the bearing can sit properly in the top end.

Before cutting, tape over the area, to prevent fibre damage and gently saw through the tube using a guide to keep the cut square. When removing the tape, you may find some carbon fibre strands fraying. These need to be glued in place or they may propagate down the tube. I used a light application of Super Glue for this. Not too much because the bearing still needs to fit.

Ideally, a narrow band or collar of aluminium tube can be glued in place at the end of the tube to prevent fibre breakage and provide a ridge to hold the silicone tube in place. A short length of silicone tube can then be fitted over the end to hold the top bearing in place. This also makes it easy to remove and refit the bearing when reinstalling the drive shaft.

If using a solid coupling with grub screws, grind or file a flat on the wire to accommodate tightening the grub screw to prevent slippage.

In practice

The carbon tube was a little too big to slide into the Aluminium tube so it was necessary to sand a small amount off the diameter where it fitted before gluing.

The bearings would not fit easily into the aluminium tube so it was opened out slightly using a round file.

Like ETTI, I used a spacer made from a piece of the carbon tube, instead of the silicon tube pictured. If using a Tenshock stub shaft, with a bearing stop ridge, this is not necessary because the bearing is held in place by the ridge and the silicone tube.

The piano wire was slightly over 2.5mm diameter so fine wet & dry was used to reduce the diameter slightly allowing the top bearing to fit smoothly onto the shaft.

Maintenance

To keep your drive shaft in tip-top shape, remove it after each race meeting and drain any water from the tube. Give the shaft a good clean to remove any dirt or old grease, and make sure it's completely dry. Before you use it again, oil the bearings and spread a layer of grease over the bearings. This helps keep the oil in the bearings and protects from it being washed away by water. It also helps to stop water making its way into the boat via the prop shaft tube.

See you lake side

Dave

Tug Towing by Tony & Dave

The first meeting of 2025 was very well attended no doubt aided by the slight increase in temperature.

Several tugs managed successful test runs, and two of the self-ballasting barges were connected together to provide something to tow between pairs of tugs, this proved helpful to brush up on skills that had faded a little in the winter break.

On a separate day, Dave was able to test the new winch fitted to his "Ship Docking Module" This was very successful, and Dave will explain more in a separate article, if I can get the short video of the test from my phone and to Lawrie the test may appear on our YouTube channel.

Weather permitting the large tow "Endeavor" will be used more frequently after last year's work to enable storing her assembled in one piece, the ballast/de-ballasting pump will be stored inside the hull with two charged batteries.

In the planning, I hope to make a radio-controlled lifting crane that can be fitted to a pair of the self -ballasting barges this will provide a challenge for two tugs to manoeuvre a third person to

operate the crane to move a load from shore to ship and back.

A variety of buoyed courses will be implemented to challenge participant's skills and adjusted suitably.

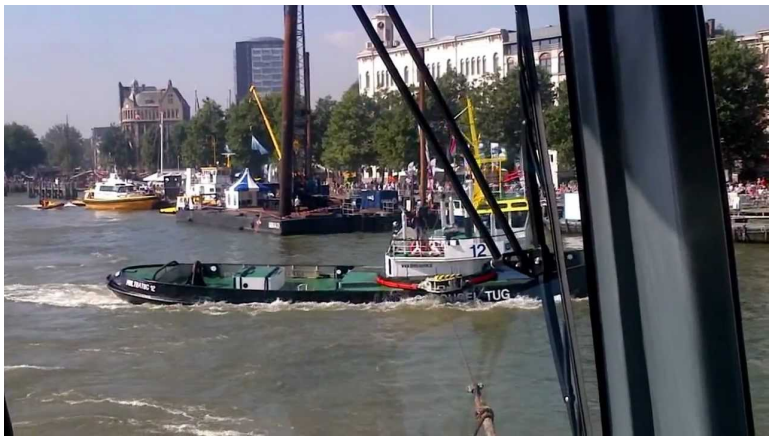
All are welcome to Tug sessions, a loan tug can usually be arranged if you don't currently own one.

Motorised Winch for Carousel Tug.

In the real world, there is an increasing number of Carousel tugs that feature circular tracks or rails carrying a motorised winch system mounted on a moving carriage. This design presents a challenge in the real world due to the heavy weight of the carriage, and similarly in the R/C model world. However, the design offers several significant advantages in both scenarios.

Briefly, due to their manoeuvrability and the carousel system, they can be positioned to tow at the most efficient angle to achieve the desired ship manoeuvre. The carousel ensures that the tow rope is always in line, eliminating the risk of girting by significantly reducing the heeling moment. Additionally, it enables the tug to utilise the hull's shape to generate maximum hydrodynamic drag, resulting in more efficient braking.

In contrast to our models, fuel costs are of major significance in the real world, and this design is substantially more efficient than a conventional tug.



This YouTube video demonstrates an early prototype executing a braking manoeuvre, wherein the winch carriage and circular tracks are distinctly visible.

Until recently, a motorised winch on the carrier was impractical for a model tug due to its size and the challenge of providing reliable

power and controls to the winch as the carriage traverses the carousel.

The development of small, motorised winches for scale R/C model trucks and off-roaders has presented an opportunity to incorporate one into a model tug.

This model SDM (Ship Docking Module) is a simplified version of the Multratug 12 in the video, It is constructed on a Mobile Marine Models 'Multi Dee' hull, and is equipped with Azmuthing Pod Drives at the bow and stern. These drives rotate 180+ degrees and provide forward and reverse propulsion. An aluminium hoop serves as the carousel rail, and the carriage operates on three pulleys and features a hook for attachment.

The winch

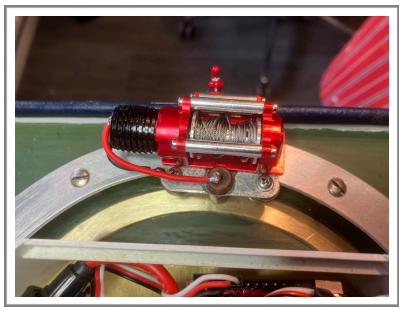
This winch and similar models are designed to be fitted to 1/10th scale model vehicles and are available at very reasonable prices on Amazon (£16 or £17). The winch is of good quality for the price and includes all necessary components, excluding a battery. It features a remote control in the form of a key fob with buttons for releasing or retracting the line. Pressing the A button releases the line until the button is released, while pressing the B button retracts the line. The electronics are housed in a plastic enclosure, and there is an optional double pole double throw switch to reverse the polarity of the supply to the winch motor.

Mechanics

To mount the winch on the carriage, the existing hook was removed, and the base of the winch was shortened to accommodate the carriage. This modification was secured using screws that were driven through the carriage's plate into tapped holes on the winch's base.

Electrics

The winch was powered by an independent 6V battery pack commonly used to power receivers. The negative connection to the winch motor was made through the aluminium hoop and the carriage, while the positive connection was made via a flat brass



hoop glued to the deck inside the aluminium hoop. A cylindrical DC motor brush was mounted on the carriage, allowing it to run on the brass hoop, providing the positive connection to the winch motor.

The aluminium hoop negative connection was made below decks to one of the mounting posts, while the positive connection was made via a screw through the deck with the head soldered to the brass hoop. The motor connections were re-made to the metal of the carriage and the flying lead from the brush. The switch was dispensed with as connecting the battery provided an on/off function with the remote providing the forward and reverse function. The battery and electronics were mounted below decks, and the remote control was Velcroed to the transmitter.

Testing

Initial bench testing was successful demonstrating that the winch worked even when travelling around the rail. These were followed up by 'on the water tests' aimed at confirming performance in the real environment and establishing the range of the remote controls.

Using another tug as a tow to keep some tension in the line they were sailed close to the pontoon and the line was let out and then pulled back in a number of times before they ventured further out.

About 3 meters out from the pontoon the controls became unreliable and their performance was somewhat reliant on the position and orientation of the tug in relation to the control fob.

The testing was regarded as successful as most adjustments to tow line length will be made close to berthing, but there are a few improvements to be made:-

1)To insulate the connection to the brush because when tension is taken off the line it tends to become slack on the spool expanding outwards. This brings the negative line into close

proximity with the positive connection on the brush flying lead. If they touched there would be a short so the brush connection needs to be insulated from any unintentional contact with the line.

2)The reliability of the controls needs to be improved. The electronics may benefit from being above deck to improve the signal to the receiver. (more testing required)

3)The hook needs to be improved to provide a more secure and more easily fastened arrangement.

Potential Upgrades

It would be worth investigating using the switches on the 2.4Ghz transmitter to control the winch and powering the winch from an existing ESC to dispense with the separate battery.

Tony & Dave

Yachting by John Price

REPORT ON DF95 REGATTA 16.3.25.

Only two DF95s in the morning and two One Metres in the afternoon, so no racing.

It was however, a good sailing day. Plenty of breeze in the morning so the 95s were getting round the course at a good pace. We just kept going round and round the course, adjusting our set ups and trying to do a clean lap with no mistakes. It was quite a constructive day.

Next regatta is on 6.4.25 and extensive calculations indicate that it will be for ViFi65 and HANDICAP.

REGATTA REPORT FOR 2.3.25. ViFi65 and HANDICAP.

A fine start to the season, sunny and warm with very light winds, nominally from the south east.

Despite the near calm, most of the time the boats could be kept moving but it took complete concentration to spot every wind shift.

We completed four races in the morning with Victorias taking most of the honours.

In the afternoon the larger yachts were able to make better use of the conditions and six races were completed. There was some close racing in both classes.

ViFi65…….John S.…6
John P.…10
David.....12
Lloyd.....13

HANDICAP...John S.....9
John P.....10
Lloyd.....13
David……14

Well done John S, you had a good day.

John.