



FIRST GEAR

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COMING EVENTS: June - August, 2008

28 June ****	4th Saturday	Off Road - Series 2 - Round 4 - Note: This is the off Weekend – to normal racing	Blenheim Park, Blenheim Road, North Ryde
4 July	1st Friday	Off Road – Series 2 - Round 4 Cancelled	Ryde Sec. College, Forrest Road, Ryde
5 July	1st Saturday	Off Road - Series 2 - Round 5 (Meeting Cancelled)	Blenheim Park, Blenheim Road, North Ryde
6 July	1st Sunday	CHALLENGE CUP – OFF ROAD – ROUND 3	VENUE: ST IVES NAME: ST IVES
13 July	2nd Sunday	Off Road - Series 2 ; Round 4 RESCHEDULED 2008 ANNIVERSARY VINTAGE MEETING	Blenheim Park, Blenheim Road, North Ryde ENTRIES ARE STILL OPEN
18 July	3 rd Friday	START OF TRACK WORKING BEE	BOBCAT BOOKED
18 July	3rd Friday	On Road – Series 2 - Round 5 Cancelled	Ryde Sec. College, Forrest Road, Ryde
19 July	3rd Saturday	Off Road - Series 2 - Round 6 (Meeting Cancelled) WORKING BEE SCHEDULED	Blenheim Park, Blenheim Road, North Ryde
20 July		WORKING BEE SCHEDULED	To finish the track so it can be packed etc.,
27 July	4th Sunday	Off Road – Series 2 ; Round 5	Blenheim Park, Blenheim Road, North Ryde
1 August	1st Friday	On Road – Series 2 - Round 6	Brush Farm Netball Courts, Lawson Road,
2 August	1st Saturday	Off Road – Series 2 - Round 7 - 2.30pm start Double points round	Blenheim Park, Blenheim Road, North Ryde
10 August	2nd Sunday	OFF ROAD – SERIES 2 ; ROUND 6	Blenheim Park, Blenheim Road, North Ryde
15 August	3rd Friday	On Road – Series 2 - Round 7	Brush Farm Netball Courts, Lawson Road,
16 August	3rd Saturday	Off Road – Series 2 - Round 8 – FINAL ROUND 2.30 pm start time. Double points round	Blenheim Park, Blenheim Road, North Ryde
16 & 17 August	3rd Sunday	CHALLENGE CUP – ON ROAD – ROUND 4 FINAL ROUND	VENUE: CANBERRA NAME: CANBERRA CLASSIC
24 August	4th Sunday	OFF ROAD - SERIES 3 ; ROUND 7 - FINAL RND & PRACTICE MEETING FOR CHALLENGE CUP	Blenheim Park, Blenheim Road, North Ryde
29 August	5th Friday	On Road - Series 2 - Round 8 – FINAL ROUND	Brush Farm Netball Courts, Lawson Road,
30 August	5th Saturday	Off Road - Series 3 - Round 1	Blenheim Park, Blenheim Road, North Ryde
31 August	4th Sunday	CHALLENGE CUP – OFF ROAD – ROUND 4 '2008 SYDNEY CUP'	VENUE: BLENHEIM PARK, BLENHEIM ROAD, NORTH RYDE

HAPPY BIRTHDAY July 2008

1st **KIERRA THORN**
Happy 21st

5TH **SEAN CHAPPLE**

10th **CHRIS GREENAWAY**

25TH **JACKSON RYAN**

31ST **STEVE CARNT**

UNFORTUNATE NEWS – FOR JULY MEETINGS

The unfortunate news for July is there are some events that have been cancelled: Friday night On Road racing has been cancelled for the time being, that is, until we start to see an increase in interest in this section of the sport and the cancellation of the Saturday Night race meetings in July due to clashing with other events, such as the St. Ives challenge and the very important **WORKING BEE**.

NO 'ON ROAD' RACING ON: 4 July or 18 July 2008
NO 'SATURDAY NIGHT' RACING ON: 5 July or 19 July 2008.

Racing will resume in August for Saturday Night, PLEASE NOTE THE NEW starting time of racing will be 2.30pm so that we are completed before night and the cold set in.

Sorry for this inconvenience that this may cause some of our visitors and members.

CHALLENGE ROUND – ST IVES – 6 JULY 2008

The club will be attending this round of the Challenge Cup, we would like all Club members, be it our Novice through to our top sector to be in attendance. This is our only opportunity to get some good and valued points up before our round at the end of August.

It is expected that Club members will be dressed in Club Uniform to be considered for Club Sponsorship for part of your entry fee, I appreciate that we don't have some items of clothing yet but all endeavours are being made to have it ready in time, but we will definitely have them for our own round.

If we cannot get our clothing in time and you have a blue polo shirt wear it, if you have the club polo shirt or cap wear that, if it is very cold wear the club collar fleece top (I still have a number of sizes available) but please be in something that make you a club representative.

Remember "In Club Uniform, you will receive \$10.00 back from the club as Challenge Sponsorship"

2008 ANNIVERSARY VINTAGE RACE MEETING - NOW TO BE HELD ON SUNDAY, 13 JULY 2008

Sunday 13 July is only 3 week away, have you got your entry in. We will make available some time on Saturday for practice especially for those people who are coming from a distance. Vintage cars will take priority on the Saturday practice as the event is for them, practice time 10.00am to 4.00pm only.

Online entry is open now for the vintage classes; Post classes (1991 to 2008 kits) MUST enter on paper entries as there's not enough room on the online facility for every class and remember if there is less than 5 entries, classes may be combined.

For the full set of rules and regulations check out which are only to be used as a guide www.sydneyrc.com and go to the download section. Entry forms are now available and can be downloaded – event details and entry form

VERY, VERY IMPORTANT WORKING BEE – 18, 19 & 20 July 2008

A working bee has been scheduled for the weekend of Friday 18 July, Saturday 19 July and Sunday 20 July 2008. The track will be changed in readiness for our Challenge Cup round on Sunday, 31 August 2008.

It would be appreciated if **ALL MEMBERS** from our club were present to help out. This is working bee is very important for the club and the future of our racing, so no excuses on why you cannot attend, only advise use you can attend, the more hands over the weekend will mean that racing can be held the following weekend. We appreciate that you may have sport, shopping or other morning activities but you can still give some time by either doing a half a day, a full day or better still both days, but the more hands the better, kids you can help out too!

You will be required to bring: Rakes, Wheelbarrow if you have one, Spades, Gloves, we will have machinery to help with the work and hopefully the bobcat will be in early to do most of the hard work.

We do advise that the Saturday, 19 July meeting **WILL BE CANCELLED** to allow this working bee to happen, it will be big and the track design will be quite different to what we have had in the past.

TRACK COMMITTEE, YOU ARE ALL EXPECTED TO BE THERE, NO MATTER WHAT!

Do you remember who put their hands up? Ian Thorn, Gary Boyce, Scott MacGee, Adam Frankish, Barry Hayman, Ashley Anthony, Roman de Simone and Sean Chapple.

JOHNSON 540 'RYDE WORLD CHAMPIONSHIPS'

Now to be held on - Sunday, 14 September 2008

Due to the unfortunate weather, the mess around the amenities building and the need to reschedule race meetings we have postponed the 540 day until Sunday, 14 September 2008. All drivers entering on the day will be required to run a club supplied 540 motor and race against the clubs best and senior drivers in an attempt to help us all driver better.

The motors will be supplied and will be incorporated into the day's entry fee, you will be given sufficient time to solder the necessary wiring and get it into your car. If you are not sure if a 540 motor will fit your car, ask one of our Committee to check it for you, do this prior to the event.

The classes will be 2wd 540 and 4wd 540, there will be No Junior, Senior or Open class, on race day you may find that you will have a Junior, Novice, Stock and Modified drivers in your race. This purpose of this event is to bring everyone back to a race meeting where slow is smooth, but smooth is fast, and car setup and driving skills are very important.

FUTURE OF ON ROAD RACING AT RYDE

Now, even with the top venue we are still experiencing poor attendances at our on road race meeting, so it has been decided that on road racing will be suspended for the next few months, **but of course, on road entrants can change this if they make the effort to go online and submit their entry before** 10.00pm Wednesdays prior to the meeting dates. If we get 10 or more entries online we will indeed hold the race meeting at Ryde Secondary College's Basketball Court, bottom of Forrest Road, Ryde.

You need to enter your respective class/es with all the required information, then on Thursday evening around 8.00pm check out the Club Forum page, go to Breaking News & Announcements, On Road Racing – Friday Nights and view if racing is on or not. **If we receive 10 or more entries our on road meeting will be conducted.**

We know that the on road interest has dropped with the apparent boom in off road, but for the sake of our club we need to keep the on road section active and help to keep those on road members who joined our club and give them some good racing so they can fulfil their love of the sport, just as the off roaders do and expect.

PROMOTIONAL MEETING – NOVEMBER 2008

PUT THIS ON YOUR CALENDAR PLEASE

On Saturday, 1 November our club has been invited to be part of a promotional event at Sydney International Regatta Centre, Penrith which will coincide with the Solar Boat Challenge and the Hydrogen Car Challenge cars using Solar and Hydrogen for power.

All club members are being given advanced knowledge of this event so that you can put it on your calendar because we have been asked to run a race meeting at Penrith with our off road and on road cars, we will make a circuit with jumps and be able to show off our talents and our equipment.

It would be expected that all our club members be in attendance for this promotional event, at this time I don not have a start time, this will come later in the year.

WINGS – n THINGS Hobbies, Gladesville

Remember years ago, you could go into Wings-n-Things Gladesville and say you were a member of the Ryde club and as they were our local hobby shop and depending on what you purchased, you might get some discount or support, well the Club went there to ask for a prize for our raffle last week and we must say that, you should think twice before going there for your parts, they wouldn't consider an item for our Diabetes NSW Raffle at the 2008 Vintage Race Meeting, the manager even handed the letter back, he was only happy to complain about how much his parents have shelved out. How stingy is that, cannot support RC racing in Ryde. Shame Wings-n-Things, shame

RYDE CLUB'S MINIMUM STANDARDS:

1. Store, and charge, in a fireproof container; never in your model. LIPO SACKS ARE COMPULSORY AT RYDE RACE MEETINGS
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. Never leave the charging process unattended.
3. In the event of damage from crashes, etc, carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame and after sufficient time to ensure safety, should be discarded in accordance with the instructions which came with the batteries. Never attempt to charge a cell with physical damage, regardless of how slight.
4. Always use chargers designed for the specific purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge Lithium cells with a charger which is not specifically designed for charging Lithium cells. Never use chargers designed for Nickel Cadmium batteries.
5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show any sign of swelling, discontinue charging and remove them to a safe place outside as they could erupt into flames. **BALANCERS MUST BE USED WHEN CHARGING LIPO BATTERIES.**
6. Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT.** Serious fires have resulted from this practice.
7. Do not attempt to make your own battery packs from individual cells.

These batteries CANNOT be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious resulting in major property damage and/or personal harm.

Only hard pack cells which appear on the R.O.A.R. 2008 Approved List below can be used at a Ryde Club race meeting. The Club takes No responsibility for any damage caused by the use of Lipo batteries in our racing. Using Lipo batteries which are not on the approved listing will mean that the RESPONSIBILITY for any loss or damage caused to your or someone else's property will fall in the person using the equipment.

These rules are the MINIMUM STANDARD RECOMMENDATIONS that this club will permit.

Your Club Safety Committee

SOME INFORMATION ON BRUSHLESS MOTORS

Novak's SS PRO-SERIES

Based on Novak's Velociti-Series Racing brushless motors, Novak's **SS Pro-Series racing brushless motors** are available in five motor winds:

- **SS8.5 Pro Brushless Motor** is 8.5 turns and is the fastest of the SS Pro-Series motors (#3408)
- **SS10.5 Pro Brushless Motor** is 10.5 turns and approved for **ROAR Super Stock Class** (#3410)
- **SS13.5 Pro Stock Brushless Motor** is 13.5 turns and approved for **ROAR Super Stock Class** (#3413)
- **SS17.5 Pro Brushless Motor** is 17.5 turns and is ideal for use in the 17.5-turn brushless class. **Approved for ROAR Stock Class** (#3417)
- **SS21.5 Pro Brushless Motor** is 21.5 turns and is the slowest motor in the SS Pro Series. It was specifically designed to offer oval and beginning drivers an even slower option, which makes it ideal for extended run times (#3421). When using a 2S Li-Po pack, the SS21.5 Pro brushless motor can match the speed of the Novak SS10.5 Pro (#3410) brushless motor on a 4-cell Ni-MH pack.

SS 13.5 UPGRADES & STANDARD SS PRO MOTOR FEATURES

The second upgrade to the SS13.5, and a standard feature of the SS Pro Series, is the set of **ribbed aluminium end bells**. The lightweight aluminium end bells not only **reduces the overall weight** of the motor, but the ribbed design also acts as a heat sink by **efficiently removing excessive heat from the motor**.

The last upgrade to the SS13.5 is the **orange timing ring** located on the rear end bell. The **colour-coded, non-removable, non-replaceable timing ring** will be of great assistance to race directors and officials in ensuring the correct motor is used during racing. The timing ring is a visibly easy way to check that racers' are compliant with race rules. The **SS10.5 Pro features a blue timing ring** located on the rear end bell.

ADDITIONAL SS PRO MOTOR FEATURES

The SS Pro brushless motors are equipped with all of the great standard features found on all Novak motors, including: a **convenient Solder Tab System** for easy wire replacement; **Sensor-Based Technology** for excellent starting torque, **low-speed drivability**, and smooth acceleration; the same **Oversized Front Bearing** used in Novak's Velociti-series motors that is more rugged, extra durable, and helps extend motor life; and **Thermal Overload Protection** (when used with a Novak brushless ESC) that allows pack after pack to be run without fear of damaging the motor, battery, or speed control.

Of its many features, its **sensor-based design** allows for most of the motor's important benefits, including the following:

- **No Cogging**--Thanks to constantly knowing the rotor position, the motor provides instantaneous throttle response & smooth transitions from neutral to drive. The rotor position knowledge is attained due to the ESC & motor being continuously synchronized via the motor harness.
- **Smooth & Controlled Low Speed Driveability**--Always knowing the rotor angle is key to smooth acceleration without delivering abrupt and uncontrolled bursts of power.
- **Strong/Consistent Brakes & Starting Torque**--Rotor position knowledge results in consistent starts & stops, without hesitation or inconsistent lag times before acceleration or braking--this translates to consistent lap times.
- **Thermal Protection**--Position & temperature sensors inside motor provide unparalleled thermal protection, letting you to run pack after pack without worrying about overheating the motor, ESC, or magnets.

All Novak brushless motors are designed by Novak in Irvine, Calif. **Each motor is factory hand-wound** and is put through rigorous testing, including a final dyno test to ensure that each motor meets Novak's rigid specifications.

ESC COMPATIBILITY

The SS Pro Brushless Motors are compatible with all Novak brushless ESCs, including:

- #1720 **XBR Sport Brushless/Brush Speed Control**

- #1711 [GTB Spread Spectrum Brushless/Brush ESC](#)
- #1710 [GTB Programmable Brushless/Brush ESC](#)
- #1714 [GTB 4-Cell Programmable Brushless/Brush ESC](#)
- #1715 [GTB 4-Cell Spread Spectrum Brushless/Brush ESC](#)

PRO-SERIES BRUSHLESS SYSTEMS

Several SS Pro brushless motors are available in a combo system factory-wired with a [GTB Programmable Racing Brushless/Brush ESC \(#1710\)](#). Novak brushless systems include everything to be race-ready, out of the box, so there is nothing extra to buy or install.

- [GTB/SS8.5 Pro Brushless System \(#3008\)](#)
- [GTB/SS10.5 Pro Brushless System \(#3010\)](#)
- [GTB/SS13.5 Pro Stock Brushless System \(#3013\)](#)
- [GTB/SS17.5 Pro Brushless System \(#3017\)](#)

To address the popular 4-cell brushless racing classes, the SS10.5 Pro and the SS13.5 Pro Stock Brushless Motors are available in a combo system factory-wired with a [GTB 4-Cell Programmable Racing Brushless/Brush ESC \(#1714\)](#):

- [GTB 4-Cell/SS10.5 Pro Brushless System \(#3040\)](#)
- [GTB 4-Cell/SS13.5 Pro Stock Brushless System \(#3043\)](#)
- [GTB 4-Cell/SS17.5 Pro Brushless System \(#3047\)](#)

RECOMMENDATIONS

To find out which motor or motor system is best suited for you, Novak has the following recommendations:

4-6 CELL or 2S BRUSHLESS SYSTEMS:

- [GTB/SS8.5 Pro Brushless System](#)—this system is the perfect brushless system for use with sport battery packs and entry-level equipment. It is also ideal for off-road racing and general applications. (#3008)
- [GTB/SS10.5 Pro Brushless System](#)—this system is ideal for use in 10.5 **ROAR Super Stock** races. (#3010)
- [GTB/SS13.5 Pro Brushless System](#)—this system is ideal for use in 13.5 **ROAR Super Stock** class races. Its lower speeds provide better vehicle control for newer drivers and longer run-times for those wanting to get valuable “practice” time on the track. (#3013)
- [GTB/SS17.5 Pro Brushless System](#)—this system is great for use in the **17.5 ROAR Stock** class races and with other race organizations, such as the BRL and SWT.

4-CELL BRUSHLESS SYSTEMS:

- [GTB 4-Cell/SS10.5 Pro Brushless System](#)—this system is ideal for use in the 4-cell Brushless Racing League (BRL) “Pro 4300” and **ROAR Super Stock** class races. (#3040)
- [GTB 4-Cell/SS13.5 Pro Brushless System](#)—this system is ideal for use in the 4-cell Brushless Racing League (BRL) “13.5” and **ROAR Super Stock** class races. (#3043)
- [GTB 4-Cell/SS17.5 Pro Brushless System](#)—this system is great for use in the **ROAR Stock** class races and with other race organizations, such as the BRL and SWT.