

321 GO!

ARRA NEWSLETTER; JAN 2004

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FIRSTLY, a **Happy New Year** to our Reader and welcome to this special end of year edition released at the start of the year at the very special concessionary price. Right, that's that out of the way then. To business.

FINAL SEASON SUMMARY - A TALE OF TWO CHAMPIONSHIPS

The anticipated cliffhanger finish duly materialised and things hotted up with Paul's turbo fan working overtime, the Klub kettle boiling furiously and the odd motor melting under the strain; my Parma 16D became very hot and bothered one night but responded well to being excused its second heat and to the brakes being backed right off for the Final and a very smelly and smoky end to my racing in 1/24TH Prod was averted. The burning question remained however - could Team Croston (the place) hang on and do the Double in spite of all manner of Volvo shaped or AB (Absolutely Ballistic) projectiles threatening to muscle in?

We all know the answer now, of course, with John's Win being rather more predictable and safer, with a 60 point gap from Jess, than mine was from Colin at only 3 points, with Mark C only another 9 points down in 3rd!

2003 Championship Class Winners as follows:

	<u>Prod</u>	<u>1/32</u> <u>Saloon</u>	<u>Sports</u>	<u>Prod</u>	<u>1/24</u> <u>Gp 12</u>
Senior	Arthur	Arthur	Mark/Colin	Mark	Mark/Colin
Junior.	John	John	John	John	John

John and I would like to say how very much we enjoyed beating you all.....

So after all that racing the clocks are now reset to Zero and off we go again. What will 2004 bring? With more drivers in the hunt I think we can expect even fiercer competition.

HELLO MAGAZINE.....

..... were rumoured to be sending a team of photographers to THE social event of 2004 (well, the first week) namely the ARRAAGM and nosh - sorry, Dinner - at the Morris Dancers but in the end picture rights were granted to Elizabeth.

The event itself was, I felt, a great success and Thanks to those who came up with the idea, organised it and attended (that's just about everyone then). Special Thanks to Colin for his very able organisation of the event, management of proceedings and for faithfully collating all those statistics over the year.

The Morris Dancers Chef managed to uphold the very high standards set by ARRA Refreshments but rumours that a bucketful of profiteroles was polished off by one Guest were, like the dish itself, vastly overblown; most of us at that end of the table feasted on the 'roles to some degree or other and one hero, a Knight in Beige Sweater, earned huge admiration by systematically and single-handedly polishing off at least half the bucketful. Shades of the boiled egg scene from "Coolhand Luke" but in a consistently vertical position. Awesome.

ORDER OF THE TRIANGULAR WHEEL

Goes to Mark C, earned on 5/12 for successfully Triangulating a Parma 1/24th hub against the wall. Tate Gallery material.

OVOLVOVOLVOLVOV

You know what they say about Volvo drivers. "That wouldn't be the Volvo would it?" (Overheard recently at certain crash scenes). Thanks to SIPS and avoiding action taken by other drivers no-one was hurt. No names, of course, just the initials C R A I G.

CHART NEWS

Latest, revised, (improved?) **Improvers Chart** looks like this;

%													
109	■												■
108	■												■
107	■												■
106	■												■
105	■												■
104	■											■	■
103	■						■			■		■	■
102	■						■			■		■	■
101	■			■			■		■	■		■	■
100	■	■	■	■	■	■	■	■	■	■	■	■	■
	CF	IF	EF	CC	AF	JF	PH	IC	MC	MR	JR	RT	

(Improvements in Personal Bests (Laps/min) for 1/32 Production, run by all and a good benchmark)

The figures in the % column and corresponding colour blocks represent the 4th quarter 2003 Personal Bests compared to the 3rd quarter figures - 100% means no change, the bigger the number/block is above 100 the more you've improved. **Green means your improvement's improving, blue means your improvement's slowed since last time.** Grey is reserved for racers who've plateaued out. Members whose names don't appear this time will be included as soon as you've raced long enough for me to make the comparison!

So, significant change since October with over half the Members going faster and, more importantly, gaining, in relative terms, on the 2003 Champions - change is in the air for 2004, perhaps.

WHAT DO YOU GET when you reverse ARRA? ARRA of course, but if the Polarity's reversed so was the direction of the cars and that made for a night's challenging racing before we'd all swapped our lead wires around. Lots of flying cars lent a new meaning to aerodynamics and maybe Charlie will have to rethink his ideas on wings (like, graft them onto the sides of the cars).

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LAPPING THE ROUND TABLE - We hosted (separate) race nights for both Ormskirk and Warrington Round Tables in November and these passed off very well. Thanks to all Members who helped or just turned up to sample the truly excellent refreshments.....

THE FUTURE - The Club's looking good with healthy membership and Finances and talk of organising 24h and Team races this year.

Assembled by AJF; the car in frontwas, for 2003, John's (if you're a Junior) and mine otherwise. See you up the road!