

Coming Events

Sun 5 th Aug	Aldershot Tibshelf West London Stafford	Club Meeting Summer BRCA IC10 National 8/10 BTCC Schumacher Cup 7/9 HPI Challenge North 7/8
Sun 12 th Aug	Aldershot Bedworth West London Chessington	HPI Challenge 8/8 HPI Challenge North 8/8 Summer Series 7 Hotrods, ASCAR
18 th – 19 th Aug	Ashby	HPI Challenge Finals
Sun 19 th Aug	Aldershot Southend Snetterton	Club Meeting Summer Kyosho World Cup 6/6 BRCA Summer Touring 5/7
Aug 26 th - 27 th Sun 26 th Aug	West London ?	KO Grand Prix
1 st – 2 nd Sep	Halifax	Tamiya Eurocup UK Finals
Sun 2 nd Sep	Aldershot Mendip	Club Meeting Summer BRCA IC10 National 9/10
Sun 9 th Sep	Aldershot West London	Schumacher Cup 8/9 Summer Series 8
Sun 16 th Sep	Aldershot Ashby	Club Meeting Summer Summer Series 3
Sun 23 rd Sep	Snetterton Ashby	BRCA IC10 National 10/10 BRCA Summer Touring 6/7
Sun 30 th Sep	West London	Summer Series 9
Sun 7 th Oct	Aldershot Ashby BTCC West London	Club Meeting Winter Schumacher Cup 9/9 Summer Series 10
Sun 14 th Oct	Bedworth	BRCA Summer Touring 7/7
Sun 21 st Oct	Aldershot Ashby West London Chessington	Club Meeting Winter Summer Series 4 Summer Series 11 Hotrods, ASCAR
Sun 28 th Oct	Chesterfield	BRCA AGM

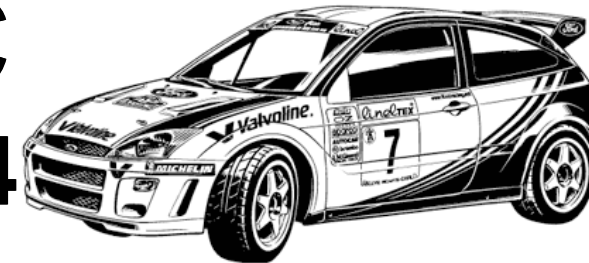
Track Records

(Latest Update May 1st 2001)

IC 10	Mark Ambler	Serpent	21: 5m 04.87s	11.6.00
F-1 / GT	Gerald Page	Associated	21: 5m 08.63s	17.9.00
Scale Modified	David Spashett	Yokomo	21: 5m 09.55s	3.9.00
IC Scale	Chris Grainger	Yokomo	20: 5m 03.11s	17.12.00
Scale Stock	Chris Wilkinson	Associated	18: 5m 12.83s	1.10.00

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Midweek Practice Under Threat (Again)

The Aldershot Model Car Club is once again in a position where it may lose access rights to the site between Mondays and Fridays, all because a few members have again ignored the 8pm shut down time.

The latest three caught using the track after 8pm are long time members of the club and race with us on a regular basis, they have absolutely no excuses for not knowing the track use times.

Because of this incident the talks surrounding issues like Gazebo's and Endurance races have collapsed, so it looks as though AMCC racers will have to keep on pitting without shelter from the rain.

Missing Newsletter

Due to a major computer problem I was unable to produce a newsletter last month, Fortunately no articles or personal best times were lost so I should be able to catch up with those.

Large Scale Racers

Due to the size, but mainly the weight of these cars, they will no longer be able to use our track. The club that used to run at Lydd in Kent now have a permanent track for large scale cars, unfortunately I have yet to receive more details on this new venue.

IC Cars banned from Bedworth - latest news

I have recently had a discussion with a Bedworth committee member about the IC ban at there track and it appears that non club members were responsible for the ban.

These non members were using the track and Rugby pitch at all hours, including the middle of the night. They were running off road buggy's and were ripping up the grass from the Rugby pitch, they were using the track area when others were practicing and were simply driving into others cars. They would also turn on there cars whilst others were using the same frequency.

The only way to keep any racing at Bedworth was to ban all IC cars from the site.

Future HPI and Kyosho rounds may still go ahead but under very strict conditions.

AMCC Summer 5, 3rd June 2001

Scale Stock		
Andy Carless	Schumacher	17: 5m 07.06s
James Mears	Ttech	17: 5m 16.10s
Ashley Finch	Corally	17: 5m 17.93s
Mark Raddenbury	HPI	17: 5m 21.76s
William Gilchrist	Schumacher	16: 5m 08.97s
Martin Allen	*	16: 5m 13.83s
Paul Munday	Schumacher	16: 5m 17.06s
Keith Hurcombe	Schumacher	15: 5m 00.45s
Tony Dillon	Associated	15: 5m 02.10s
Neil Pilkington	Associated	15: 5m 02.50s
John Masters	Schumacher	15: 5m 03.95s
Mike Rees	Associated	15: 5m 07.49s
Chris Bell	Yokomo	15: 5m 14.76s
Andrew Howes	*	15: 5m 20.17s
Bryan Lee	*	15: 5m 20.90s
Michael Lancaster	*	13: 5m 01.59s
Robert Mears	Schumacher	13: 5m 04.93s
Robert Crawley	Yokomo	13: 5m 10.09s
Matthew Timms	*	11: 5m 16.56s
IC Scale		
Mark Wallace	Yokomo	19: 5m 11.22s
Glenn Westwood	Mugen	19: 5m 15.00s
Darren Johnson	Mugen	18: 5m 04.07s
Cliff Gibson	*	17: 5m 07.93s
Craig Maher	*	17: 5m 11.28s
Wayne Honey	HPI	16: 5m 01.37s
Karl Jansen	Yokomo	16: 5m 05.63s
Richard Falk	HPI	12: 5m 12.12s
GT/F1		
Kevin Tree	*	19: 5m 06.69s
Richard Anderson	Associated	19: 5m 08.34s
Scale Modified		
Robert Digby	Associated	16: 5m 04.96s

AMCC Summer 6, 17th June 2001

Scale Stock		
James Mears	Ttech	17: 5m 13.41s
Dominic Skinner	*	16: 5m 02.74s
Edward Oelman	*	15: 5m 15.55s
Lee Gardiner	*	13: 5m 18.27s
Robert Rees	*	12: 5m 25.43s
Scale Modified		
Kevin Brunnsden	X-ray	20: 5m 03.12s
Matt Digby	Associated	18: 5m 01.29s
Sam Floyd	Yokomo	18: 5m 19.95s
Robert Digby	Associated	17: 5m 07.11s
Stephen Abbott	*	17: 5m 14.24s
Dave Floyd Snr	*	16: 5m 12.68s
Paul Guppy	*	16: 5m 18.65s
Mark Cripps	*	14: 5m 15.34s
IC Scale		
Darren Johnson	Mugen	19: 5m 08.45s
Neil Hunt	Mugen	19: 5m 10.85s
Glenn Westwood	Mugen	19: 5m 12.35s
Alex Gardiner	Mugen	18: 5m 08.91s
Andrew Bird	Mugen	18: 5m 16.31s
Craig Maher	*	17: 5m 00.38s
Mark Lister	Th Tiger	17: 5m 16.38s
Graham Lunn	Th Tiger	15: 5m 00.91s
Gerald Maher	*	14: 5m 18.62s

AMCC Summer 7, 1st July 2001

F1/GT		
Andy Carless	Associated	20: 5m 12.39s
Richard Anderson	Associated	20: 5m 13.62s
Kevin Tree	Associated	19: 5m 00.46s
William Gilchrist	Tamiya	17: 5m 06.86s
Steve Hamilton	ProTen	17: 5m 18.41s
Neal Stevenson	*	15: 5m 14.56s
Scale Stock		
Graham Douglas	Yokomo	17: 5m 03.27s
James Finch	Corally	17: 5m 04.94s
Dominic Skinner	Associated	17: 5m 05.73s
James Mears	Ttech	17: 5m 10.64s
John Mears	Schumacher	17: 5m 18.38s
Jon Clarke	*	16: 5m 04.28s
Martin Allen	*	16: 5m 06.10s
Neil Pilkington	Associated	16: 5m 14.66s
Chris Harris	*	16: 5m 15.83s
Edward Oelman	*	15: 4m 56.50s
Keith Hurcombe	Schumacher	15: 4m 56.63s
Lee Gardiner	*	14: 5m 09.90s
Robert Crawley	Yokomo	14: 5m 10.57s
Michael Harris	*	14: 5m 13.97s
Chris Miller	*	13: 5m 06.15s
Robert Rees	*	13: 5m 16.84s
Matthew Timms	*	13: 5m 21.14s
IC Scale		
Neil Hunt	Mugen	19: 5m 01.97s
Darren Johnson	Mugen	19: 5m 03.94s
Mark Wallace	Yokomo	19: 5m 06.19s
Aaron Wearn	Mugen	19: 5m 06.33s
Glenn Westwood	Mugen	19: 5m 06.75s
Ben Cane	Mugen	19: 5m 10.30s
Ashley Bond	Mugen	18: 5m 00.46s
Mark Andrews	Serpent	18: 5m 07.59s
Arthur Rideout	Mugen	18: 5m 08.91s
Craig Maher	*	18: 5m 10.44s
Cliff Gibson	*	17: 5m 01.24s
Dave Tims	Kyosho	17: 5m 03.79s
Richard Dyer	*	17: 5m 11.00s
Chris Gardiner	Th Tiger	17: 5m 14.62s
Andrew Cummings	Mugen	17: 5m 17.27s
Karl Jansen	Yokomo	16: 5m 00.78s
Gerald Maher	*	16: 5m 21.95s
Scale Modified		
Luke Burley	Losi	20: 5m 14.66s
David Little	Schumacher	19: 5m 08.41s
Paul Castle	Associated	19: 5m 09.77s
Stephen Brunnsden	Associated	19: 5m 16.55s
Stephen Abbott	*	18: 5m 08.89s
Richard Ludlam	*	18: 5m 17.08s
Alan Eden	*	17: 5m 01.64s
Mark Cripps	*	16: 5m 05.93s
Dave Floyd Snr	*	16: 5m 11.55s

Is it me or is there a similarity between the Chrysler 300M and the Rover 75?**How to: Dial-in your Rebuildable Stock Motor ? - Part 4**

Trinity's Jim Dieter tells you how.

Replace the stock brushes

The full-face brushes included with most stock motors take time to break in, and they don't allow the motor to develop as much power as it's capable of. Jim recommends the Trinity E-brush (part no. 4499) and suggests that you solder the brush shunts directly to the endbell's tabs. "Pro" motors have soldered E-brushes from the factory.

Jim Dieter "The E-brush has more silver in it, and that increases its conductivity for greater power; its serrated face also breaks in more quickly. If you solder the brush shunts, be careful not to overdo it with the solder; you don't want to saturate the shunt and make it inflexible. Use a good iron that gets very hot, so you can attach the brush quickly with less chance of solder travelling up the shunt."

Spring tuning

By installing brush springs of different rates, you can tune the strength of the brushes' pressure against the comm. There isn't any trick to installing the brushes; it's the spring rate you choose that matters.

Jim Dieter "When I'm setting up a motor for sedan or off-road racing, I replace the stock brush springs with Trinity 11-ounce red springs. The heavier tension gives more low-end power, which is important for the heavier vehicles in these classes. In 1/12 scale and other cases in which you need higher peak rpm, I use a lighter spring such as blue [7-ounce] or green [9-ounce]. The lighter springs press the brushes against the comm with less force, so friction is reduced and rpm is increased."

Break-in

Now that the motor is completely aligned and trued up, it's time to break in the brushes and bushings. Place the motor shaft in a drill or rotary tool, apply a drop of Trinity Bushing Buster to each bushing, and spin the armature at low rpm for a few minutes; that's all there is to it. After break-in, clean the motor with motor spray to remove the cutting oil and any bushing particles, then put a few drops of bearing oil on the bushings before you run the motor.

Jim Dieter "The Bushing Buster compound contains abrasive particles that speed up break-in. It's very effective at freeing up new, 'tight' bushings, but you shouldn't use it after the bushings have been broken in. If you overdo it, the bushings will get sloppy, and in extreme cases, the armature may buzz in the bushings at high rpm. After break-in, just use light oil on the bushings; I like Trinity Zero G oil."

NOW GO RACE! "Are you surprised it was that easy? It really doesn't take much time or money to give your stock motor an edge, so there's no excuse not to do it. If you don't follow these tips, your competition will! Special thanks to Jim Dieter for the inside info."