

Electric powered
 MD = Scale Modified
 ST= Scale Stock 27t
 GT = GT/Formula One

Fuel Powered
 IF = IC Foam/Open
 ISF = IC Scale Foam
 ISR = IC Scale Rubber

Fuel Powered
 8 = IC 8
 5 = 5th Scale
 10 = IC 10 2wd / 4wd



AMCC News 38

December 2001

Sun 2 nd Dec	Aldershot Crystal Palace Ashby Tolworth	Winter 5 : GT-ISR-MD-ST-10 Club : 5-8-10 Winter 2 Club : GT-MD-ST
Sun 9 th Dec	West London	Winter 2 : MD-ST
Mon 10 th Dec	Aldershot	AMCC AGM
Sun 16 th Dec	Aldershot Tolworth	Winter 6 : GT-ISR-MD-ST-10 Club : GT-MD-ST
Sun 23 rd Dec	?	
Sun 30 th Dec	?	

2002 - These are yet to be confirmed

Sun 6 th Jan	Aldershot	Winter 7 : GT-ISR-MD-ST
Sun 13 th Jan		
Sun 20 th Jan	Aldershot	Winter 8 : GT-ISR-MD-ST
Sun 27 th Jan		
Sun 3 rd Feb	Aldershot	Winter 9 : GT-ISR-MD-ST
Sun 10 th Feb		
Sun 17 th Feb	Aldershot	Winter 10 : GT-ISR-MD-ST
Sun 24 th Feb		

Track Records

(Latest Update December 1st 2001)

IC 10	Mark Ambler	Serpent	21: 5m 04.87s / 28.52 mph	11.6.00
F-1 / GT	Gerald Page	Associated	21: 5m 08.63s / 28.17 mph	17.9.00
Scale Modified	David Spashett	Yokomo	21: 5m 09.55s / 28.09 mph	3.9.00
IC Scale Rubber	Chris Grainger	Yokomo	20: 5m 03.11s / 27.32 mph	17.12.00
Scale Stock	Graham Douglas	Yokomo	18: 5m 10.43s / 24.01 mph	5.8.01

BRCA IC Scale Changes

This list of changes came too late for the last news letter so you won't have much time to think about them before our AGM (Monday 10th December), as I said last month, the IC Scale Rubber class has separated from the foam classes, so I only expect the Rubber changes to be considered for our club.

The main changes to the National Championship Scale Rubber class are:
 Tyre width: this can now be up to 27.5mm. Tyre cleaners are now allowed.
 National Finals will run for: A-30 mins. B-20 mins. C-15 mins. all others 10 mins.

Pipes with single stingers (outlet) only allowed.

Any Scale sized body shell as long as the engine is contained within the shell. Maximum Wing chord increased to 50mm (was 40mm). Wing end-plates can now be 50mm x 30mm.

New for 2002 is the IC Scale Foam class which will run within the foam National series, this will be basically an Open Class like the wide 4WD.

Basically anything goes with just a few restrictions Like, car dimensions, Single stinger pipe etc. In this class you may also use up to 25% nitro fuel.

Race Controller

Due to circumstances which I am not sure on, Richard Cox is no longer the AMCC Race Director/Controller.

Chris Mann and Nigel Moss are temporarily filling the post of Race Controller, Chris is also temporarily taking all the race entries.

If you think you can manage or would like to now more about the job of Race Controller, please make yourself known to either Chris or Nigel.

The Race Controller's job is the most important one in the club, it is also the most stressful as you are in the firing line for all complainers, without a race controller we would have no racing.

Nigel cannot stay on as race controller as he already has 14 National meetings lined up in 2002, some of which clash with proposed AMCC race dates.

AMCC Winter 3, 4th November 2001

GT/F1		
Ross Gibson	*	11: 5m 15.68s
Grant Gibson	*	12: 5m 21.23s
Scale Stock		
Grant Gibson	*	14: 5m 07.80s
David Floyd Jnr	Xray	07: 5m 12.18s
James Pilkington	*	11: 5m 07.71s
Shirley Miller	Kyosho	11: 5m 26.09s
David Footer	*	10: 5m 03.09s
Scale Modified		
Paul Williams	*	14: 5m 14.82s
IC Scale		
Karl Jackson	*	17: 5m 13.77s

AMCC AGM, 10th December 2001

The AMCC AGM will be held in the Kiln building on Monday 10th December, arrival time 7pm, start time shortly after.

If you had any proposals you would have liked heard at this meeting then you should have got them to the AMCC committee at least two weeks prior to this meeting, late proposals may be heard if time allows.

As far as I'm aware we have only had two proposals from outside the committee even though I do hear a lot of talking trackside about suggestions.

AMCC Winter 4, 18th November 2001

No Improvements

Mixed Up Data?

Using each letter only once and using all the letters, Can you untangle this mixed up data, it reveals a drivers name, make of car they use and the class they run in.

aaaaaccdddeeffiiiklmmnoosssst

Answer will be posted in the next issue

Answer to issue 37 :

accdeeeeggillmnnnoosstuw

Glenn Westwood : Mugen : IC Scale

BRCA 2002 1:10 IC Race Dates

1:10 I.C. SCALE RUBBER SERIES

R1	April 28th	Halifax
R2	May 12th	Tibshelf
R3	June 9th	Tibshelf
R4	June 23rd	Wombwell
R5	July 14th	Aldershot
R6	August 4th	Snetterton
R7	August 18th	Mendip
R8	Sept 22nd	Ashby

1:10 I.C. FOAM SERIES

R1	April 7th	Tibshelf
R2	April 21st	Ashby
R3	May 26th	Wombwell
R4	June 2nd	Halifax
R5	July 7th	Snetterton
R6	July 28th	Mendip
R7	August 25th	Tibshelf
R8	Sept 8th	Aldershot



Get Your Engine Started Every Time BY KEVIN HETMANSKI - Final Part

Starter Problems

You need to use either a starter box or a hand-held starter to get your engine started properly. RC engines have been known to start and run in the wrong direction. If your starter runs in the wrong direction, reverse the positive and negative leads that connect its motor to the battery, or if you use a hand-held starter, rotate the starter 180 degrees.

Don't think that you're immune from starting your engine backwards if you have a pull-starter, either. You may have installed the one-way bearing in the pull-starter or electric starter backwards during assembly or maintenance, and that will make the engine crank backwards! Before you eliminate this as a possibility, give the pull-start a quick pull to see whether it is cranking the engine in the right direction.

Faulty clutch

A defective clutch can cause starting problems. The engine will start and run when you hold the car up, but it stalls when you apply the brakes or when you put it on the ground. Fortunately, you can quickly diagnose a faulty clutch. The most obvious sign of a clutch problem is that the vehicle's wheels spin continuously, even when you've set the engine to low idle speed. A properly functioning clutch should disengage at low idle speeds and should allow the engine to run without its wheels turning. Some damage to the clutch shoe or springs is usually the culprit. A dirty or seized bearing(s) on the clutch bell can also create the same problem.

These tips describe some of the barriers to starting your engine. This might seem to be a long checklist, but when your engine is giving you trouble, these checks actually take very little time to do. The problem areas will become even easier to recognize as you gain experience, so keep at it, and it won't be long before you'll be able to solve your engine troubles like a pro!

Questions

Why is a person who plays the piano called a pianist, but a person who drives a race car not called a racist?

If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?

If you try to fail, and succeed, which have you done?

Is it possible to be totally partial?

Isn't it a little scary that a doctors work is called practice?

There are 24 hours in a day, and 24 beers in a case. Coincidence?

What did we do before the Law of Gravity was passed?

What happens if you get scared half to death twice?

What is a free gift? Aren't all gifts free?

What is the speed of dark?

What part of the monkey do you use a monkey wrench on?

What was the best thing before sliced bread?

Whose cruel idea was it for the word "lisp" to have an "s" in it?

Why are they called 'stands' when they're made for sitting?