

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

Fuel Powered
ISF = IC Scale Foam
ISR = IC Scale Rubber
10 = IC 10 2wd / 4wd

Fuel Powered
8 = IC 8
5 = 5th Scale
ECO = FG Eco Trucks

AMCC News 39



January 2002

AMCC Fixture List 2002

Sun 6 th Jan	Aldershot	Winter 7 : GT-ISR-ST-MD-ECO
Sun 20 th Jan	Aldershot	Winter 8 : GT-ISR-ST-MD-ECO
Sun 3 rd Feb	Aldershot	Winter 9 : GT-ISR-ST-MD-ECO
Sun 17 th Feb	Aldershot	Winter 10 : GT-ISR-ST-MD-ECO
Sun 3 rd Mar	Aldershot	Winter 11 : GT-ISR-ST-MD-ECO
Mar 8 th – 10 th	Aldershot	***Track Closed***
Mar 15 th – 17 th	Aldershot	***Track Closed***
Sun 24 th Mar	Aldershot	Winter 12 : GT-ISR-ST-MD-ECO
Sun 7 th Apr	Aldershot	Summer 1 : GT-ISR-ST-MD-ECO
Sun 14 th Apr	Aldershot	BRCA Electric 1/7
Sun 21 st Apr	Aldershot	Summer 2 : GT-ISR-ST-MD-ECO
Sun 5 th May	Aldershot	Summer 3 : GT-ISR-ST-MD-ECO
Sun 12 th May	Aldershot	HPI Challenge
Sun 19 th May	Aldershot	Summer 4 : GT-ISR-ST-MD-ECO
Sun 2 nd Jun	Aldershot	Summer 5 : GT-ISR-ST-MD-ECO
Sun 9 th Jun	Aldershot	Kyosho World Cup 3/6
Sun 16 th Jun	Aldershot	Summer 6 : GT-ISR-ST-MD-ECO
Sun 7 th Jul	Aldershot	Summer 7 : GT-ISR-ST-MD-ECO
Sun 14 th Jul	Aldershot	BRCA IC Scale Rubber 5/8
Sun 21 st Jul	Aldershot	Summer 8 : GT-ISR-ST-MD-ECO
Sun 4 th Aug	Aldershot	Summer 9 : GT-ISR-ST-MD-ECO
Sun 11 th Aug	Aldershot	BTCC Schumacher Cup
Sun 18 th Aug	Aldershot	Summer 10 : GT-ISR-ST-MD-ECO
Sun 1 st Sep	Aldershot	Summer 11 : GT-ISR-ST-MD-ECO
Sun 8 th Sep	Aldershot	BRCA IC Foam 8/8
Sun 15 th Sep	Aldershot	Summer 12 : GT-ISR-ST-MD-ECO
Sun 6 th Oct	Aldershot	Winter 1 : GT-ISR-ST-MD-ECO
Sun 20 th Oct	Aldershot	Winter 2 : GT-ISR-ST-MD-ECO
Sun 3 rd Nov	Aldershot	Winter 3 : GT-ISR-ST-MD-ECO
Nov 8 th – 10 th	Aldershot	***Track Closed***
Sun 17 th Nov	Aldershot	Winter 4 : GT-ISR-ST-MD-ECO
Sun 1 st Dec	Aldershot	Winter 5 : GT-ISR-ST-MD-ECO
Sun 15 th Dec	Aldershot	Winter 6 : GT-ISR-ST-MD-ECO

AGM News And Changes

The AMCC AGM was held on December 10th 2001 with a turnout of about 40 people, a record for the AMCC AGM but still dismal considering the number of members we have (just look at how many are racing today).

The new Committee members was elected with very little change from those still on the Committee prior to the AGM, some Committee members are now sitting for two positions due to a lack of interest, without these positions filled the club will cease to operate.

The Committee members are as follows:

Les Mainwaring	-	Chairman.
Andy Carless	-	Membership Secretary.
Nick Adams	-	Treasurer.
Chris Mann	-	Race Controller , Web Site.
Nigel Moss	-	Publicity, Club Level Scrutineer.
Dave Clift	-	Site Maintenance.
Gareth Bell	-	General position.
Required	-	National Meetings Scrutineer.
Required	-	Assistant Race Controller.

All Committee position are voluntary and unpaid, please remember this in future as the back stabbing and verbal abuse they get is the main reason why some don't last the full term.

The new 2002 calendar was revealed with all months bar March holding club level race meetings on the 1st and 3rd Sundays of the month, March meetings are the 1st and 4th Sunday as the track will be closed on the 2nd and 3rd weekends of that month.

Six National Meetings are being held on the 2nd weekends of the months from April to September with the Saturday practice being restricted to only the type of the cars being race on the Sunday.

A proposal was put forward that the number of rounds that count towards the club championship be put back to what it was prior to the Summer 2001 championship, this though was rejected, so we are still running the 'half + one' set up, so if a championship has twelve rounds, your best seven results from those count towards the championship.

AMCC Winter 5, 2nd December 2001

Scale Stock			
Richard Dyer	*	15: 5m 16.19s	
Neal Stevenson	*	13: 5m 03.67s	
Sam Floyd	X-ray	13: 5m 12.08s	
James Pilkington	*	12: 5m 19.28s	
David Floyd Jnr	X-ray	11: 5m 04.89s	
David Footer	*	11: 5m 06.36s	

Scale Modified			
Graham Douglass	Yokomo	18: 5m 09.10s	

IC Scale			
Steve Brown	Yokomo	18: 5m 14.46s	
Nigel Pearce	Th Tiger	17: 5m 08.75s	
Paul Hill	*	15: 5m 04.04s	
Geoffrey Radley	HPI	10: 5m 40.45s	

AMCC Winter 6, 16th December 2001

Eco Trucks			
Chris Wilkinson	FG	15: 5m 03.68	
Matt Colwill	FG	15: 5m 19.91	
Kevin Tree	FG	14: 5m 09.90	
Neil Hunt	FG	14: 5m 13.21	
Andy Carless	FG	13: 5m 05.33	
Ian Finch	FG	13: 5m 06.10	
Les Mainwaring	FG	13: 5m 07.36	
James Walker	FG	10: 5m 05.16	
Keith Hurcombe	FG	09: 3m 23.17	

Stock			
Dave Floyd Snr	X-ray	13: 5m 10.01	

IC Scale Rubber			
Darran Wilkinson	HPI	16: 5m 09.83	
Matt Digby	Mugen	16: 5m 10.20	
Martin Alan	Mugen	14: 5m 04.11	

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.

aaacccddeeffhiiiiillmnoorsy

Answer will be posted in the next issue

Answer to issue 38 :

Aaaaacccddddeeffiiiiiklmnoosst

Nick Adams : Associated : Scale Modified

Entry Forms For BRCA Nationals

BRCA IC Scale Rubber
www.brca.org/2002icrubber.doc

BRCA Electric
www.brca.org/2002TCNationalEntry.doc

BRCA IC-10 / Scale Foam
www.brca.org/2002icentryform.doc

Race Control Software

As you regular racers now know, we have been running different race control software recently, it has its good points and its bad points but it looks as though we are staying with this software.

More info can be found at this web site
www.jlapracemanager.com/JL_Home.asp

Track Records

(Latest Update January 1st 2002)

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
Eco Trucks	Chris Wilkinson	FG Eco	15: 5m 3.68 / 20.45 mph	16.12.01

AGM News And Changes Continued

A proposal put forward by Ian Finch was to run a Junior championship alongside the main one for the Electric Stock and Modified classes (no mention of the IC or GT classes). After discussions this was voted in but which format it will take has yet to be sorted, there will not be a separate class or heat for the Juniors, they will still race as they are doing now.

Changes to the classes : The 5 classes restriction has been removed, all classes are now depending on a minimum of 5 entries for that class, less than 5 entries the class doesn't race on that day.

- GT/F-1 - No Changes.
- Scale Stock - No Changes.
- Scale Modified - No Changes.
- IC Scale Rubber- No Changes (put away those foam tyres).
- IC-10 - Killed off due to lack of interest.

(I was hoping to get IC-10 changed to IC-Foam so those wanting to run Scale cars on foam tyres could race without affecting those in the current Scale Rubber Class, but I could not get it heard)

New classes can now be run as long as they meet the following requirements :

1. A minimum of 5 cars are entered on the day (if the car doesn't race the entrant must still marshal).
2. The cars comes under a recognised BRCA Circuit class.
3. An available heat space for extra classes.

(I suppose that IC-10, IC-8 and IC Scale cars running on foam tyres can be entered as one IC Foam class under these new rules).

- ECO Trucks : these monsters are now being allowed to race at the Aldershot track but under strict rules and driving standards, strangely the rules as I understand them are not the TOPSA ECO Truck rules so if you intend to race in this class I should check with those currently racing the trucks for the exact rules. The main problem these Truckers have this time of year is their tyres, the soft compound truck tyre is similar to a 35 compound therefore taking a long time to warm up, they also cool down quickly when a truck stops or spins out, to add to this problem the trucks are rear wheel drive only. Les Mainwaring goes on record as the winner of the first ever truck heat and Chris Wilkinson for taking the FTD and winning the first final, an unnamed driver also goes on record for being the first to be disqualified from the results.

- Pull-in Area : I have had thoughts over the Christmas break about a pull-in area just after marshal point 7 (near bottom of the rostrum steps on the exit side) as I think the current pit area is to soon after the finish line, maybe you can start practicing this during the meeting to see if it can work.