

## Race Calendar

Sun 18 <sup>th</sup> July	Aldershot Broxtowe Stafford West London Bashley	Club Championship – Series 2, Rd 2 Tamiya Eurocup – Rd 7 TORC – Rd 7 BTCC – Rd 6 STCC – Rd 5
Sun 25 <sup>th</sup> July	Aldershot Halifax Stafford West London	BRCA I/C Rubber BRCA Electric Modified BRCA Stock Club Meeting
Sun 1 <sup>st</sup> Aug	Aldershot Southend Stafford West London Mendip	Club Championship – Series 2, Rd 3 Tamiya Eurocup – Rd 8 BTCC - Rd 7 STCC – Rd 6 BRCA I/C Foam
Sun 8 <sup>th</sup> Aug	Bedworth Tolworth West London	TORC – Rd 8 Club meeting Club meeting
Sun 15 <sup>th</sup> Aug	Aldershot Snetterton Stafford	BRCA Stock (19t/27t) Rd 5/7 Tamiya Eurocup – UK Finals BRCA Modified
Sun 22 <sup>nd</sup> Aug	Aldershot Wrexham Ashby Tolworth	Club Championship – Series 2, Rd 4 TORC, Rd 9 BRCA I/C Foam Club Meeting
29/30 <sup>th</sup> Aug Sun 29 <sup>th</sup> Aug	West London Milton Keynes Stafford	KO Grand Prix BTCC – Rd 8 BRCA I/C Rubber
Sun 5 <sup>th</sup> Sept	Aldershot Barham Ashby Tolworth	Club Championship – Series 2, Rd 5 BRCA Electric Stock BRCA Electric Mod Club Meeting
Sun 12 <sup>th</sup> Sept	Southend Broxtowe Tibshelf	STCC – Rd 7 TOCR - Rd 10 BRCA I/C Foam
Sun 19 <sup>th</sup> Sept	Aldershot Ashby Tolworth	Club Championship – Series 2, Rd 6 BTCC - Rd 9 Club Meeting
Sun 26 <sup>th</sup> Sept	Stafford Ashby	TORC – Rd 11 BRCA I/C Rubber

### Websites for National Race Series :

BRCA	<a href="http://www.brca.org">www.brca.org</a>
Tamiya Eurocup	<a href="http://www.tamiyaeurocup.co.uk">www.tamiyaeurocup.co.uk</a>
Schumacher BTCC	<a href="http://www.racing-cars.com">www.racing-cars.com</a>
Kyosho Cup	<a href="http://www.ripmax.com/kyosho/KWC.html">www.ripmax.com/kyosho/KWC.html</a>
STCC	<a href="http://www.clubmanscup.co.uk">www.clubmanscup.co.uk</a>

## ALDERSHOT MODEL CAR CLUB

[www.amcc.org.uk](http://www.amcc.org.uk)

## News 47

Jul/Aug 2004

*It's six months since I started as newsletter editor and I'm just about keeping up with the job. This one is a little later than usual due to pressure of work. As ever, I would encourage everyone to have a go at writing an article. It would make a nice change from my ramblings to have someone else's views.*

*July and August see the remaining pair of National meetings being held here at Aldershot. For those BRCA I/C Rubber and Electric Stock drivers reading this newsletter, I hope you have a good day's racing.*



Neil Pilkington. (Editor/Publicity)

## Racing News

### 2004 Series 1 Championship – Trophy winners

The 2004 Series 1 championship ended with the 20<sup>th</sup> June meeting. In several classes the final finishing order for the top three places was decided in the last meeting. This is good to see and shows that the new points system didn't have a detrimental effect on the closeness of the final points totals. The top three trophy winners in each class are listed below.

**27T Stock** : 1st. Graham Douglass (1486) ; 2nd. Michael Pilgram (1411) ; 3rd. Ben Heron (1286)

**19T Super Stock** : 1st. Glenn Westwood (1527) ; 2nd. Matthew Oke (1449) ; 3rd. Nick Adams (1443)

**F1 27T** : 1st. Matthew Oke (1353) ; 2nd. Anthony Pedder (1347) ; 3rd. William Gilchrist (1278)

**IC Scale Rubber** : 1st. Nigel Moss (1587) ; 2nd. Andy Greenwood (1516) ; 3rd. Barry Smith (1496)

**IC 10 Foam** : 1st. Adrian Poole (1144) ; 2nd. Andy Gardiner (1139) ; 3rd. Steve Brown (1050)

**27T Stock Juniors** : 1st. Michael Pilgram (1595) ; 2nd. Ben Heron (1502) ; 3rd. Sean Heron (1455)

Special congratulations must go to Michael Pilgram and Ben Heron who managed to come in the top three in both the junior and senior championships.

The 2004 Series 2 championship started with the meeting on the 4<sup>th</sup> July. This series is planned to consist of 11 rounds ending with the 21<sup>st</sup> November meeting.

### Points system

At the start of the 4<sup>th</sup> July meeting a vote was taken to decide whether to continue with the "new" championship points system (100, 95, 92 ....) or revert back to the normal system (100, 99, 98 ....). Most people didn't seem to mind one way or the other. Those that did voted to revert back to the old system. ■

## Beginner's Guide – Electric Racing (part 2)

Last time I talked about the classes of electric cars we race here at Aldershot and the choices a beginner faces when deciding which electric car to buy. I covered choosing the chassis and motor. These are the two main things that determine which class you can race in. The other items you'll need are common to all the classes and your budget will often determine what you buy.

### Speed Controller (ESC)

First of all you need a speed controller. Although many cheaper kits eg. the "standard" Tamiya type kits, come with a mechanical speed controller, these are not really suitable for racing. Instead you need an Electronic Speed Controller (ESC). An ESC connects to the radio receiver and the motor. The ESC acts like a "virtual" servo adjusting the voltage of the pulses being applied to the motor and hence the speed the motor turns. ESCs can be either "forward and reverse" or "forward only and brake". For serious racing most people use forward only ESCs. As a beginner you might find the "reverse" option useful – although there's always marshals there to turn you car away from that wall !. Prices range from £30 all the way up to £200. Make sure you get an ESC suitable for the type of motor you're going to use. Cheaper ESCs will handle stock and probably 19T super stock, but not modifieds with fewer turns.

### Radio Set

Next is the radio gear. A 2-channel system is all that is required for car racing. A system needs to consist of a transmitter, receiver and one server (for steering – remember the ESC controls the motor). The radio frequency used must be either in the 27MHz or 40 MHz bands. Other bands are reserved for non-land based models eg. 35 MHz is reserved for aircraft. Prices range from £40 up to £300. The more you pay the more features you get. Try and get a set with a transmitter with a few essential features eg. dual-rate and end point adjustment. These will allow you to tune the steering so that the car is less "twitchy". The other choice to be made with the radio set is the type of transmitter. These are either the "traditional" stick type or steering wheel. It's totally down to personal preference. Try and have a go with both before deciding which to buy.

### Batteries

Batteries are next. Six rechargeable sub-C type cells are required for the types of cars we race. The batteries used for racing are categorised by their type, capacity and how they have been matched, zapped or otherwise "messed" with to improve performance. First, type - Nicads (Nickel Cadmium) used to reign supreme until a few years ago when NiMH (Nickel Metal Hydride) came on the scene. Nicads are still being used although NiMH are now more popular. Some say Nicads give more "punch" but have a tendency to loose performance at the end of a race. NiMH tend to be more consistent throughout the run. NiMH do have one major advantage though,

## Beginner's Guide – continued ....

and that is they come in higher capacities. Nicads stopped at 2400 mah (milliamp hours). NiMH started at 3000 and now have developed to 3600 mah (3300 being most popular at the moment). You normally buy cells in packs of 6 – either loose or already made up into "stick", "saddle" or "side-by-side" configuration (the car you have will determine which configuration you need). The price you pay will be dependent on how well the cells in the pack have been matched (where each cell has the same capacity, internal resistance, peak voltage, run time etc.) and whether they have had any other treatment to improve performance (eg. so called "zapping").

That's it for now. In the last part I'll cover chargers, tools and finally racing procedures and etiquette.

## Club News

### Race Fees

The races fees for running in a second class have been reduced. They are £3 for adults and £2 for juniors. We're hoping this will encourage larger heats in the less popular classes and maybe kick-start the GT/Touring class.

### Membership Fees

As of 1<sup>st</sup> August, the club membership fees for the remaining part of the year are halved. The fees are therefore: £15 adult, £10 junior/student, £22.50 family. The BRCA fee remains the same at £10 per driver.

## Internet Forums

Internet forums have been around for many years. They're basically a web version of the old internet bulletin board systems that were around before the "world wide web" was created. They allow users to post messages that can then be read and responded to by anyone visiting the site. Thus a sort of discussion or "thread" is created.

Many clubs (including AMCC) have a forum on their web-site. Recently the AMCC forum has been a little quiet. Nigel often posts club news on the forum but there's been a lack of new threads being started. If you fancy airing your views, or asking others for advice then please feel free to use the forum.

Another forum you may be interested in is the **RC Race Chat** forum. This is a national forum for all classes of Radio Controlled cars. Like the AMCC forum it's free to use, although unlike our forum you must pay a fee to become a full member and unlock some of the features. It also has quite a few rules over and above the normal "no swearing, defamatory language etc." rules (I've already fallen foul of their rules). Some of the threads can make for interesting reading and it's a place where you can pick-up the odd tip here and there. The address of the website is :- [www.rcracechat.com](http://www.rcracechat.com).