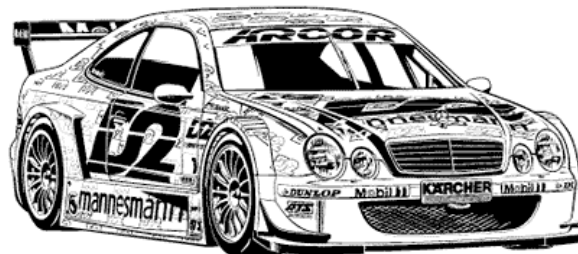


## Coming Events

2 <sup>nd</sup> – 3 <sup>rd</sup> Jun <b>Sun 3<sup>rd</sup> Jun</b>	Southend <b>Aldershot</b>	Tamiya Eurocup 5/9 <b>Club Meeting Summer</b>
<b>Sun 10<sup>th</sup> Jun</b>	<b>Aldershot</b> Stafford Southend Stonehaven West London	<b>Kyosho World Cup 3/6</b> BRCA Summer Touring 3/7 BTCC Schumacher Cup 3/9 HPI Challenge North 5/8 Summer Series 3
<b>Sun 17<sup>th</sup> Jun</b>	<b>Aldershot</b> Halifax Tiverton	<b>Club Meeting Summer</b> BRCA IC10 National 5/10 HPI Challenge South 5/8
<b>Sun 24<sup>th</sup> Jun</b>	Bedworth West London Ashby	BTCC Schumacher Cup 4/9 Summer Series 4 Summer Series 2
30 <sup>th</sup> Jun – 1 <sup>st</sup> Jul <b>Sun 1<sup>st</sup> Jul</b>	Wrexham <b>Aldershot</b> Wombwell	Tamiya Eurocup 6/9 <b>Club Meeting Summer</b> HPI Challenge North 6/8
<b>Sun 8<sup>th</sup> Jul</b>	<b>Aldershot</b> Ashby Snetterton West London	<b>BRCA IC10 National 6</b> BTCC Schumacher Cup 5/9 HPI Challenge South 6/8 Summer Series 5
14 <sup>th</sup> – 15 <sup>th</sup> Jul <b>Sun 15<sup>th</sup> Jul</b>	Snetterton <b>Aldershot</b> Bedworth West London	Tamiya Eurocup 7/9 <b>Club Meeting Summer</b> Kyosho World Cup 4/6 BTCC Schumacher Cup 6/9
<b>Sun 22<sup>nd</sup> Jul</b>	Ashby Halifax	BRCA IC10 National 7/10 BRCA Summer Touring 4/7
<b>Sun 29<sup>th</sup> Jul</b>	Snetterton Southend Ashby West London	Kyosho World Cup 5/6 HPI Challenge South 7/8 Tamiya Eurocup 8/9 Summer Series 6
<b>Sun 5<sup>th</sup> Aug</b>	<b>Aldershot</b> Tibshelf West London Stafford	<b>Club Meeting Summer</b> BRCA IC10 National 8/10 BTCC Schumacher Cup 7/9 HPI Challenge North 7/8
<b>Sun 12<sup>th</sup> Aug</b>	<b>Aldershot</b> Bedworth West London Chessington	<b>HPI Challenge 8/8</b> HPI Challenge North 8/8 Summer Series 7 Hotrods, ASCAR
18 <sup>th</sup> – 19 <sup>th</sup> Aug <b>Sun 19<sup>th</sup> Aug</b>	Ashby <b>Aldershot</b> Southend Snetterton	HPI Challenge Finals <b>Club Meeting Summer</b> Kyosho World Cup 6/6 BRCA Summer Touring 5/7
Aug 26 <sup>th</sup> – 27 <sup>th</sup> <b>Sun 26<sup>th</sup> Aug</b>	West London ?	KO Grand Prix



# AMCC News 33

June 2001

## IC Cars banned from Bedworth

Due to complaints from residents of a newly built housing estate, all IC cars are now banned from using the Bedworth circuit.

The pre-booked HPI and Kyosho rounds will still go ahead but after them no more IC cars.

It sounds to me as a repeat of the Southampton situation where the residents of a new housing estate built on a waste site next to the track forced the closure of the whole site.

## BRCA IC National

A few spaces are left for this meeting on July 8th but Bob Harley reckons these will fill up fast in the next few weeks.

If you want to enter this meeting I suggest you do it now.

Call Bob Harley on 01283 762277.

## Pre-Booking

Bookings can be made for the next club meeting from the Monday after the last club meeting until the closing time of 21:00 the Thursday before the meeting.

Cancellation of race entry can be made up to 21:00 hrs the Thursday before the meeting without losing your deposit.

## Competition to be held to design club logo

It's about time that the Aldershot Model Car Club had an official logo. A competition will be held for club members to design a logo with prizes for the designer of a winning logo. Details for this competition have to be sorted, but details will be posted as soon as they are available.

## Four drivers given race ban for littering

Four club members were recently given a one race ban for littering.

Taking such action is not something that the club likes to resort to, but repeated requests to keep the site clean were ignored, so there was no choice but to take this action.

The club provides bins for rubbish, and if these fill up spare sacks are available from the tea hut, all we ask is for all members to use the bins provided.

It is very important that we keep the site clean, not only for the benefit of the members, but also because it is stipulated in the lease.

**AMCC Summer 3, 6th May 2001**

<b>GT/F1</b>			
Andy Carless	*	19: 5m 01.48s	
William Gilchrist	Tamiya	16: 5m 13.80s	
<b>Scale Stock</b>			
Dominic Skinner	Associated	16: 5m 17.70s	
Robert Digby	Associated	16: 5m 18.14s	
Andy Carless	*	16: 5m 24.06s	
Neil Pilkington	Associated	14: 5m 16.95s	
Chris Nicholson	Schumacher	14: 5m 21.90s	
Sam Floyd	Yokomo	13: 5m 19.57s	
Robert Mears	Schumacher	11: 5m 16.54s	
<b>Scale Modified</b>			
Glenn Westwood	Schumacher	19: 5m 13.88s	
Bob Clark	Yokomo	17: 5m 12.70s	
Dave Floyd Snr	*	14: 5m 02.92s	
Robert Crawley	Yokomo	10: 5m 04.93s	
<b>IC-10</b>			
Robert Leach	Serpent	19: 5m 09.10s	
Tony Dimaiolo	Serpent	18: 5m 11.48s	
<b>IC Scale</b>			
Stephen Brown	Yokomo	19: 5m 07.22s	
Aaron Wearn	Mugen	19: 5m 08.22s	
Robbie Syms	Mugen	18: 5m 04.30s	
Rob Warren	Yokomo	18: 5m 09.74s	
David Shepherd	Mugen	17: 5m 09.95s	
Alex Gardiner	Mugen	17: 5m 12.08s	
Steve Woodhams	Th Tiger	17: 5m 14.22s	
Nigel Pearce	Th Tiger	17: 5m 17.01s	
Paul Coventry	Yokomo	16: 5m 00.29s	
Steve Wheeler	Mugen	16: 5m 03.40s	
Martin Allen	Mugen	16: 5m 08.45s	
Les Mainwaring	Mugen	16: 5m 09.30s	
Dave Pelling	Th Tiger	16: 5m 11.27s	
Steve Graham	*	15: 5m 00.36s	
Graham Lunn	Th Tiger	15: 5m 01.70s	
Malcolm Norwood	Th Tiger	15: 5m 01.94s	
Paul Mortimer	Serpent	15: 5m 04.09s	
Wayne Honey	HPI	15: 5m 05.42s	
Jon Clarke	Traxxas	15: 5m 07.76s	
Dave Westwood	Mugen	15: 5m 20.19s	
Richard Falk	HPI	12: 5m 15.82s	

**AMCC Summer 4, 20th May 2001**

<b>GT/F1</b>			
Chris Wilkinson	*	20: 5m 00.75s	
Andy Carless	*	20: 5m 14.90s	
William Gilchrist	Tamiya	16: 5m 09.35s	
<b>Scale Stock</b>			
Andy Carless	*	17: 5m 18.20s	
Dominic Skinner	Associated	16: 5m 06.42s	
Jonathan Rose	*	16: 5m 18.06s	
William Gilchrist	Schumacher	15: 5m 03.74s	
John Masters	*	15: 5m 09.55s	
Daniel Miller	Yokomo	15: 5m 13.81s	
Neil Pilkington	Associated	15: 5m 19.29s	
Edward Oelman	*	15: 5m 22.28s	
Neil Richardson	Schumacher	14: 5m 29.78s	
Bryan Lee	*	13: 5m 08.88s	
Robert Crawley	Yokomo	12: 5m 03.82s	
<b>Scale Modified</b>			
Gary Dyson	*	18: 5m 11.04s	
Bob Ryan	*	17: 5m 03.77s	
Bob Clark	Yokomo	17: 5m 04.60s	
Matthew Rees	*	17: 5m 05.02s	
Ronnie Flint	Yokomo	17: 5m 08.68s	
Russell Bailey	*	16: 5m 09.71s	
Robert Digby	Associated	16: 5m 11.55s	
Dave Floyd Snr	*	15: 5m 14.67s	
Dave Westwood	*	14: 5m 10.20s	
<b>IC-10</b>			
Robert Leach	Serpent	19: 5m 04.76s	
Tony Dimaiolo	Serpent	19: 5m 16.18s	
<b>IC Scale</b>			
Nigel Moss	Kyosho	19: 5m 00.69s	
Stuart Crates	Mugen	19: 5m 17.11s	
Alex Gardiner	Mugen	18: 5m 10.48s	
Mark Andrews	Serpent	18: 5m 13.69s	
Mark Dorans	Mugen	17: 5m 02.71s	
Kevin Cuthew	Mugen	17: 5m 03.08s	
John Munday	Mugen	17: 5m 05.75s	
Les Mainwaring	Mugen	17: 5m 06.11s	
David Shepherd	Mugen	17: 5m 07.15s	
Martin Allen	Mugen	17: 5m 17.82s	
Dave Westwood	Mugen	16: 4m 56.80s	
Karl Jansen	Yokomo	16: 5m 10.24s	
Chris Boots	*	16: 5m 13.46s	
Wayne Honey	HPI	16: 5m 17.73s	
Jon Clarke	Traxxas	16: 5m 18.11s	

**How to: Dial-in your Rebuildable Stock Motor ? - Part 3**

Trinity's Jim Dieter tells you how.

**Align the brush hoods**

The "hood" is the part of the endbell that the brushes slide into. To align the hoods, you'll need a special tool; Parma PSE\* makes a nice one. First loosen the brush eyelet screws and the spring posts. You can avoid scarring the posts with pliers by using Trinity's 4528 spring-post wrench. If you use the PSE tool, just fit it over the hoods and then retighten the endbell hardware. To use the Trinity tool, you'll have to remove the endbell from the motor and slide the brushes out of the hoods. Loosen the endbell hardware, slide the tool through the hoods, then retighten everything. Properly aligned hoods offer two benefits: first, the brushes will make maximum contact with the commutator; second, the brushes will be correctly positioned relative to the magnets. Both are important for maximum power and efficiency.

Jim Dieter "Like the bushings, the hoods are probably OK when they come from the factory, but it's best to check them to be sure. The P2K's brush hoods have small dimples that fit into the endbell to ensure correct alignment, but it never hurts to manually check the hoods. Stock-motor tuning is all about finding the numerous little tweaks that make a real difference when you add them together. Properly aligned brush hoods and bushings are a must."

More to come in Issue 34

**Nitro Fuel - Part 4** (an article by Chris Chianelli)**CAN YOU CHANGE THE AMOUNT OF NITRO IN FUEL WITHOUT DAMAGING THE ENGINE?**

Yes and no. Yes, you can change the percentage of nitro in your fuel safely, but you must not make a change and run the engine hard right away. Every engine undergoes a process called "hysteresis." In hysteresis, the engine components slowly acclimate to the specific cylinder pressure and engine temperature that result from burning a particular type and blend of fuel. A change in fuel changes the whole picture for the engine. An engine that is accustomed to a certain amount of expansion using its usual fuel might now have to cope with increased cylinder pressures and the additional expansion caused by higher temperatures. Simply pouring a new fuel into the tank and "letting 'er rip" places undue stress on the engine components.

If you use a different blend of fuel, your engine has to go through a second "break-in." Run the fuel mixture slightly rich and ease into the throttle for a few tanks before you nail it. If you fail to follow this procedure, your engine will still survive 99 percent of the time, but it will last longer and run stronger if you make a gradual change to a new fuel. There is also a break-in period during which using less nitro presents a new set of parameters for the engine.

**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