

Race Calendar

Sun 2 nd May	Aldershot West London Bedworth	Club Championship – Series 1, Rd 10 Tamiya Eurocup TORC, Rd 3
Sun 9 th May	Aldershot Tolworth	BTCC, Rd 2 STCC, Rd 2
Sun 16 th May	Aldershot West London Wrexham Castle Combe	Club Championship – cancelled Club Meeting TORC, Rd 4 Tamiya Eurocup – Round 3
Sun 23 rd May Sun 23 rd May	Aldershot Snetterton Wrexham Barham Tolworth	BRCA I/C Foam BRCA Electric Mod, Rd 2 BRCA Electric Stock, Rd 3 STCC, Rd 3 Club Meeting
Sun 30 th May	Southend Tibshelf	BTCC, Rd 3 BRCA I/C Rubber
Mon 31 st May	West London	Adrian Jacob Memorial Meeting
Sun 6 th June	Aldershot Ashby Tolworth Carlisle	Club Championship (see Racing News) TORC, Rd 5 Club Meeting Tamiya Eurocup – Round 4
Sun 13 th June	Snetterton Wrexham West London	BRCA I/C Foam BTCC, Rd 4 Club Meeting
Sun 20 th June	Aldershot Halifax Snetterton Barham Milton Keynes Tolworth Wrexham	Club Championship (see Racing News) BRCA I/C Rubber BRCA Electric Stock, Rd 3 BRCA Electric Mod, Rd 3 STCC, Rd 4 Club Meeting Tamiya Eurocup – Round 5
Sun 27 th June	Ashby Broxtowe West London	BRCA I/C Foam TOCR, Rd 6 Club Meeting
Sun 4 th July	Aldershot Snetterton Ashby Tolworth	Club Championship (see Racing News) BTCC, Rd 5 BRCA Electric Stock Juniors Club Meeting
Sun 18 th July	Aldershot	Club Championship – Series 2, Rd 3

Websites for National Race Series :

BRCA	www.brca.org
Tamiya Eurocup	www.tamiyaeurocup.co.uk
Schumacher BTCC	www.racing-cars.com
Kyosho Cup	www.ripmax.com/kyosho/KWC.html
STCC	www.clubmanscup.co.uk

ALDERSHOT MODEL CAR CLUB

www.amcc.org.uk

News 46

May 2004

May is a busy month for the club as there are 2 national meetings taking place. As this edition of the newsletter will be available at both meetings I would like to welcome both the BTCC and BRCA IC Foam drivers to Aldershot. I hope you have an enjoyable day's racing here. I also hope that if you don't live too far away that you might consider joining the club. Remember, that as a member you can use the track for practising on almost any day of the year.



Neil Pilkington. (Editor/Publicity)

Club News

Tea Hut

As most of you will be aware, we have been without a Tea Hut for the last few meetings. Chris and her husband Paul, have decided to call it a day. The committee would like to thank them for their efforts over the last 10 months. The job can be very demanding – especially during the summer months when the meetings can get busy and 100 drivers all want breakfast at the same time !. Fortunately Debs who ran the tea hut previously, has very kindly agreed to stand-in for the 2 National meetings being held in May. This still leaves us with a problem for club meetings. If anyone knows of someone who would like to have a go at running the tea hut then please let Nigel Moss know.

Membership

As of the end of April the membership numbers are as follows :-

Total no. of members : 138
New members this year : 38 (27.5%)
Juniors : 21 (15.2%)
Male/Female split : 134/4

Website

The new look Website is now up and running. Please take a look and let me know if anything doesn't work correctly.

Racing News

F1 Stock class

The drivers currently competing in this class have decided that the F1 class will move to using 19T Spec motors. This will come into effect at the start of the next championship series.

Race Calendar

As the current championship has had 2 cancelled meetings it has been suggested we include the 20th June meeting in the current series. This would make both championships 11 rounds. The new championship would begin with the 4th July meeting. This has yet to be confirmed. ■

Beginner's Guide – Electric Racing (part 1)

If you're new to the hobby/sport of model car racing it can seem a daunting world. The cars we race are not the "radio controlled toys" found in the high street shops. Finding out what to buy (and what NOT to buy) can be confusing. This guide hopes to guide you through this jungle to a point where you at least know what questions you need to be asking.

The first question is – do you want to race electric powered cars ? If the answer is Yes then read on ... If not and I.C. (Internal Combustion i.e. Petrol) power is your thing then ask one of the I.C. drivers down at the track for advice. They'll be pleased to answer any questions you might have.

Classes

Before rushing out and buying the latest whiz-bang car, stop and ask yourself where you're going to be racing. If it's here at Aldershot then you need to know what types of cars we race. Aldershot race two main types of electric car – 1/10th scale saloons and 1/10th scale F1. Within these two categories the individual classes are based primarily on what type of motor is used in the car – see **motors** below. During a race meeting each class has it's own set of qualifying heats and finals. The current set of classes we run at race meetings are :-

Saloon Stock 27T ; Saloon Super Stock 19T ; Saloon Modified ; F1 Stock 27T ; GT/Touring

(GT/Touring is an extension to the Saloon Modified class with more choices of motors, tyres and body shells)

Chassis

Essentially a car consists of a chassis with a body shell mounted on top. The most important thing is the chassis. If you ask a driver what car they have they will tell you the chassis manufacturer and model. There are many manufacturers that make chassis suitable for racing. Most of these will be unfamiliar to the beginner. Some cars (chassis) to consider are :-

Saloon : Yokomo MR4 TC or SD ; Associated TC3 ; Schumacher Mission or Mi2 ; Team Losi XXX-S ; HPI Pro 3 or Pro 4 ; Corally C4 or Assassin ; XRay T1 or T1 Raycer ; Tamiya TRF414 or TRF415

F1 : Tamiya F201 ; Corally F1

Motors

The next decision you have to make – which also decides the class you're going to be racing in – is the motor. All the classes (except GT/Touring) must use a 540 style brushed motor. But these are no ordinary 540 motors. They are tuned for racing and in most cases rebuildable. "Rebuildable" means that they can be taken apart for cleaning and skimming (using a

Beginner's Guide – continued

lathe to "skim" the surface of the commutator so as to remove the grooves and carbon deposits left by the brushes). The number of turns of wire used in the armature of the motor determines which class the car can race in. Saloon Stock and F1 Stock use 27 turn motors ("Rebuildable Stock" or "Standard Stock" motors), Super Stock use 19 turn motors ("19-Turn Spec" motors). The Modified class can use any number of turns - these are normally hand-wound and can use different number of strands of wire eg. a 15T triple has 15 turns of triple stranded wire. In addition to the number of turns, the Stock and Super Stock motors have other regulations regarding the timing of the motor (the angle between where the brushes come into contact with the commutator and the magnets inside the can) and whether ball bearings can be used. The BRCA maintains a list ("the homologation list") of permitted motors which we at Aldershot also adhere to. This list can be found on the BRCA Website : www.brca.org.

The GT/Touring class can use any of the aforementioned types of motor plus one other type – brushless. Brushless motors use an electronic logic circuit in the speedo to control the rotation of the armature instead of the mechanical action of the commutator and brushes present in a brushed motor. They're currently quite expensive to buy and also require a dedicated speed controller.

If you're new to racing I would recommend that you start in the Saloon Stock class (the F1 class is soon to move to using 19T motors). Get yourself a modest chassis, stick a 27 turn re-buildable motor in it and your choice of body shell on top and ah ! there's some more things you need before you can let rip on the track – batteries & charger, speed controller, radio equipment, tyres. I'll cover these next time. ■

Pit your wits – answers

Here are the answers to the crossword published in the last issue.

Across : 1. Associated ; 6. TL ; 7. Saver ; 8. Rims ; 9. BRCA ; 11. Tay ; 13. Reedy ; 15. Tarmac ; 17. OS ; 18. Novak ; 21. Apex ; 23. ECO ; 24. Dia ; 25. Micro ; 26. Intro ; 27. FM ; 28. Peak ; 31. Traxxas ; 33. IC ; 34. Turns ; 36. Repair ; 38. Serpent

Down : 1. ABS ; 2. Savage ; 3. Core ; 4. Ashby ; 5. Duratrax ; 6. Tamiya ; 10. Transmitter ; 12. AM ; 14. Yokomo ; 16. Corally ; 19. Vectra ; 20. AC ; 22. Parma ; 24. Damper ; 28. Pairs ; 29. ESC ; 30. Kit ; 32. Xray ; 35. Nut ; 37. EP

Points – time to decide !

At the last AGM it was decided to experiment with a different points system for the first championship of the year. As we're coming to the end of that championship we now have to decide whether or not to continue with the new points system or to revert back to the old system for the new championship series. Please let any committee member know your thoughts on the subject. A forum topic has been started on the Website for you to air your views.