

Electric powered

GT = GT/Formula One

MD = Scale Modified

ST= Scale Stock 27t

Fuel Powered

10 = IC 10 2wd / 4wd

IR = IC Scale Rubber

IF = IC Scale Foam/Open



AMCC News 37

November 2001

Sun 4th Nov

Aldershot
Ashby
Tolworth

Winter 3 : GT-IR-MD-ST-10

Winter 1
Club : GT-MD-ST

Nov 9th – 11th
Sun 11th Nov

Aldershot
West London

Track Closed

Winter 1 : MD-ST

Sun 18th Nov

Aldershot
Tolworth

Winter 4 : GT-IR-MD-ST-10

Club : GT-MD-ST

23rd – 25th Nov
Sun 25th Nov

Aldershot
Chessington

Track Closed

Hotrods, ASCAR

Sun 2nd Dec

Aldershot
Ashby
Tolworth

Winter 5 : GT-IR-MD-ST-10

Winter 2
Club : GT-MD-ST

Sun 9th Dec

West London

Winter 2 : MD-ST

Mon 10th Dec

Aldershot

AMCC AGM

Sun 16th Dec

Aldershot
Tolworth

Winter 6 : GT-IR-MD-ST-10

Club : GT-MD-ST

Sun 23rd Dec

?

Sun 30th Dec

?

2002 - These are yet to be confirmed

Sun 6th Jan

Aldershot

Winter 7 : GT-IR-MD-ST

Sun 13th Jan

Sun 20th Jan

Aldershot

Winter 8 : GT-IR-MD-ST

Sun 27th Jan

BRCA AGM Rule Changes - BRCA Electric

No major new rules were made but a number were amended, most with the words 'Electric Board'. Listed below are what I consider the 'notable changes', you will need your BRCA handbook to fully understand them:

8. Amend 9.13 - For outdoor meetings, the track shall only be open for free practice the day before the meeting. Race day practice will run from 7.30 to 9.00. This will be controlled and limited to slots of no more than 6 minutes duration. The rostrum shall be cleared of drivers at the end of each 6 minute period. Stock and modified drivers shall not practice at the same time. The method for controlling this practice session is to be determined by the committee. Qualifying is to start by 9.15am. Rule 9.22 also applies for practice.

9. Amend 9.12 - Maximum summer entry is 130 drivers, 13 heats. The number of entrants per class will be based on the number of entries received on a first come first serve basis. Drivers will only be permitted to compete in one class per day.

10. Amend 8.13 A list of approved tyres is to be formulated by the committee and only those can be used for that championship. Once the championship has started no new tyres will be added to the list. A maximum tyre price limit of £10.00 per pair including usable inserts and £8.00 for those excluding inserts. A maximum of two sets of tyres (eight tyres) are allowed per competitor per meeting. All tyres must be commercially available in the UK 2 months before the start of each championship.

New Rule

13. New - Any driver found using an illegal motor will lose all lap scores up to that point in the meeting. If found using an illegal motor for the second time, the driver will be excluded from the National Championship races for the rest of the season.

I have yet to receive any info on the BRCA IC Rules but one thing I do know is that the 'IC Scale Rubber' cars have separated from the foam boys and will have there own championship in 2002.

AMCC Winter 1, 7th October 2001

Scale Stock			
Ashley Finch	Corally	17: 5m 17.34s	
Richard Dyer	*	14: 5m 03.61s	
Neal Stevenson	*	13: 5m 12.21s	
Scale Modified			
John Hill	*	13: 4m 28.41s	
GT/F1			
Ross Gibson	*	7: 4m 31.74s	
Grant Gibson	*	5: 5m 22.10s	
IC Scale			
Nigel Pearce	Th Tiger	17: 5m 15.56s	
Paul Hill	*	14: 5m 09.57s	
John Hill	*	11: 4m 13.24s	

AMCC Winter 2, 21st October

GT/F1			
Grant Gibson	*	12: 5m 31.00s	
Ross Gibson	*	09: 5m 20.90s	
Scale Stock			
Andrew Gardiner	*	13: 5m 20.23s	
Dave Floyd Snr	*	10: 4m 54.14s	
James Pilkington	*	09: 5m 26.02s	
David Floyd Jnr	*	04: 4m 18.24s	
Scale Modified			
Paul Williams	*	11: 5m 05.95s	

Track Records**(Latest Update November 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

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.

accdeeeegillmnnnoosstuw

Answer will be posted in the next issue

Answer to issue 36 : aabccceeeegilmnnnsu = Ben Cane : Mugen : IC Scale

The AMCC AGM will be held in the Kiln building on Monday 10th December. If you have any proposals you would like heard at this meeting then you must get them to the AMCC committee at least two weeks prior to the meeting, late proposals may be rejected.

As far as I'm aware we have yet to receive any proposals from outside the committee although I do hear a lot of talk.

It now looks as our plans for a covered pit area has fallen through, mainly due to the restrictions on what we can and cannot do on the Kiln site, problems that go above the land owner.

Get Your Engine Started Every Time BY KEVIN HETMANSKI - Part 3**Stale fuel:**

Take care of your fuel; don't let it sit around too long. Condensation and evaporation are leading causes of problems with old fuel. If you leave the cap off the fuel bottle for too long, moisture will literally be sucked in, and the methanol will quickly evaporate. Engines don't run too well on a water/nitro blend! If you aren't sure how long your fuel has been sitting around, it has probably been too long. Buy new fuel.

Fuel-system problems:

Fuel filter. Do you have a fuel filter? A filter can protect your engine by preventing debris from getting inside it from the fuel tank. But if it's poorly maintained or badly designed, a fuel filter can cause as many problems as it solves. Debris can gradually clog a fuel filter to a point that the fuel won't flow sufficiently even to start the engine. A clean but poorly designed filter can also restrict fuel flow and cause many of the same problems as a dirty, well-designed one. Check your fuel system for sufficient flow with the filter installed to ensure that it's not the cause of your starting problems.

To test the entire fuel system, remove the fuel line from the carburetor and insert it into your fuel bottle. Next, remove the pressure line from the muffler or tuned pipe and gently blow into it. Fuel (or air, if the tank is empty) should flow freely from the fuel line to the fuel bottle. If it doesn't, follow a process of elimination:

Carburetor. OK; the fuel flows freely through the fuel system, but your engine still won't start. Look at the carburetor, and eliminate the obvious problems: a loose carburetor clamp holding the carb to the engine, screws missing, etc. If everything checks out, move on to the next few steps.

Check whether your engine has enough compression by turning the flywheel with one finger. There should be some resistance when the piston reaches top dead center.

Mixture-needle settings. These are the second most frequent cause of engine headaches. If the mixture needles are too far out of adjustment, the engine will either flood quickly or will never get enough fuel to start in the first place. Either way, you need to adjust the mixture needles correctly for the engine to start. Engines vary, but generally, you follow the same steps: first, close the needles by gently turning them clockwise until you feel a slight amount of resistance; this is the closed position. Then turn the needles counterclockwise. Open the main needle 2 to 2 1/2 turns and the low-speed mixture about 1 to 1 1/2 turns. Once the engine starts, you can fine-tune the mixture settings for performance.

Idle speed. This is the most common cause of engine problems. You might use the radio trim feature to set the engine's idle speed, and then you can't figure out why the engine dies when you apply the brakes. Adjust the idle-speed screw to prevent the carburetor from closing more than 1mm under any circumstances.