

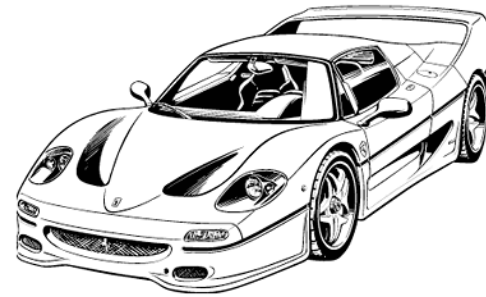
Coming Events

Sun 7 th Oct	Aldershot Ashby BTCC West London Tolworth	Club Meeting Winter Schumacher Cup 9/9 Summer Series 10 Club Meeting
Sun 14 th Oct	Bedworth	BRCA Summer Touring 7/7
Sun 21 st Oct	Aldershot Ashby West London Chessington Tolworth	Club Meeting Winter Summer Series 4 Summer Series 11 Hotrods, ASCAR Club Meeting
Oct 22 nd - 29 th Sun 28 th Oct	Aldershot Cardiff	Track Closed*** BRCA AGM
Sun 4 th Nov	Aldershot Ashby Tolworth	Club Meeting Winter Winter 1 Club Meeting
Nov 9 th – 11 th Sun 11 th Nov	Aldershot West London	Track Closed*** Winter Series 1
Sun 18 th Nov	Aldershot Tolworth	Club Meeting Winter Club Meeting
Sun 25 th Nov	Chessington	Hotrods, ASCAR
Sun 2 nd Dec	Aldershot Ashby Tolworth	Club Meeting Winter Winter 2 Club Meeting
Sun 9 th Dec	West London	Winter Series 2
Sun 16 th Dec	Aldershot Tolworth	Club Meeting Winter Club Meeting
Sun 23 rd Dec	?	
Sun 30 th Dec	?	

Track Records

(Latest Update October 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	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



AMCC News 36

October 2001

Track Closed October 22nd - 29th

We have recently had notification from the land owner that he is to close the Badshot Lea Kiln site to all users so that some major construction work can be carried out, the work is expected to last a week so we have been asked to vacate the site for that period. 22nd - 29th October. Anyone caught on the site during the above mentioned date will face prosecution from the land owner and the car club.

Is Your Car Information Missing Or Incorrect?

Well I found the answer, Pre-Book! On the pre-booking section within our web site there is a section that asks you for your car make, if you then improve on your personal best race time, the fastest times section will then be updated with both new time and new car details, this then gets passed over to myself for updates in the newsletter. So if you want your details updated I suggest you start using the pre-booking system.

We have tested this pre-booking system over the summer months and have found very few floors in the system. The one main area for improvement is the notification to entrants of their confirmed race entry, to notify everyone who has entered independently would take up far to many man hours, and to notify every one in one large e-mail also proved to be time consuming, the large e-mail option would also be blocked by many e-mail inboxes due to the filters used to block junk mail.

We have thought of an idea but it would mean all entrants names being displayed on our web page, but that brings another problem, some of you do not want your name on the web as you have made excuses to your work / loved ones etc just so you can go racing.

So what can we do? Well we could get a volunteer to give up a good few hours on the Friday night prior to the Sunday meeting from 10pm onwards to send an e-mail to all the confirmed entrants so they would receive it before 7am Saturday (140 in the summer and 120 in the winter), but as most volunteers give up after a few months I can't see this option working.

So placing a list of all confirmed entries on the web site for viewing first thing Saturday appears to be the obvious option, this would mean those making up the excuses would possibly have their cover blown if they were checked up on. This option would only display the drivers name, it would not list their car or class as the entrant would know this when they pre-booked.

As the winter months approach the pre-booking system will show its true face, mainly due to the larger race entries we get over the winter, especially around February / March time, so to avoid disappointment I would suggest you start getting in to the habit of using the pre-booking system.

AMCC Summer 11, 2nd Sept 2001

Scale Stock		
Paul Mortimer	Losi	16: 5m 03.03s
Colin Barlow	*	16: 5m 18.43s
Mark Ashby	*	15: 5m 22.26s
Tom Gibson	*	14: 5m 13.58s
Greg Marlow	*	14: 5m 17.10s
Louise Cote	*	12: 5m 03.46s

IC Scale		
Darren Johnson	Mugen	20: 5m 06.38s
Ben Cane	Mugen	20: 5m 13.76s
Andrew Gardiner	Mugen	19: 5m 04.54s

Scale Modified		
Matthew Quinlisk	Associated	20: 5m 04.99s
Luke Burley	*	20: 5m 12.49s
Nick Adams	Associated	19: 5m 02.26s
Mark Payne	Schumacher	19: 5m 06.48s
David Little	Schumacher	19: 5m 06.66s
Ian Finch	Corally	18: 5m 02.17s

AMCC Summer 12, 16th Sept 2001

GT/F1		
Andy Carless	Associated	20: 5m 10.17s
Richard Dyer	*	19: 5m 13.51s
Steve Hamilton	ProTen	17: 5m 13.39s
Joe Jenyavanija	*	14: 4m 52.64s

Scale Stock		
Mark Payne	Associated	18: 5m 14.80s
Ben Finch	Corally	18: 5m 16.64s
Gerald Page	Yokomo	17: 5m 01.52s
Robert Miller	Associated	17: 5m 14.85s
Scott Williams	Schumacher	17: 5m 17.31s
Jonathan Rose	Tech	16: 5m 09.03s
Graham Brockwell	Schumacher	16: 5m 12.00s
Joe Jenyavanija	*	15: 5m 07.08s
Michael Lancaster	*	15: 5m 11.91s
Lee Gardiner	*	15: 5m 13.85s
Tom Gibson	*	14: 5m 02.41s
Louise Cote	*	13: 5m 00.24s
George Gilchrist	*	13: 5m 07.25s
Marina Eaglestone	*	11: 5m 02.19s

IC Scale		
Aaron Wearn	Mugen	20: 5m 12.13s
Nigel Moss	Kyosho	20: 5m 13.64s
Glenn Westwood	Mugen	20: 5m 14.53s
Chris Fife-Schaw	Kyosho	19: 5m 13.48s
Alex Gardiner	Mugen	18: 4m 55.89s
Les Mainwaring	Mugen	18: 5m 12.20s
David Shepherd	Mugen	18: 5m 15.63s
Dave Westwood	Yokomo	17: 5m 12.48s
John Hill	*	02: 0m 48.42s

Scale Modified		
David Little	Schumacher	19: 5m 03.12s
Mark Payne	Associated	19: 5m 05.10s
Ian Finch	Corally	18: 5m 01.84s
Philip Sutherland	*	18: 5m 09.27s
Matthew Lewis	*	17: 5m 15.85s
Andrew Lancaster	Kyosho	16: 5m 12.43s
Andrew Young	*	16: 5m 22.83s
Bryan Lee	Losi	13: 4m 49.23s
Matt Willsher	*	13: 5m 12.73s
Justin Waddinson	*	13: 5m 14.00s

Summer 2001 Final Results

Scale Modified		
1 Luke Burley	HPI	1396
2 Nick Adams	Associated	1375
3 Paul Castle	Xray	1338
4 Matthew Quinlisk	*	1333
5 Chris Kerswell	Schumacher	1320
6 Kevin Tree	Associated	1311
7 David Little	Schumacher	1292
8 Ian Finch	Corally	1280
9 Dave Floyd Snr	*	1227
10 Derek Smith	Corally	1223
11 Gary Dyson	Associated	1208
12 Robert Digby	*	1051

Scale Stock		
1 Ben Finch	Corally	1404
2 David Clift	Schumacher	1377
3 Dominic Skinner	Associated	1360
4 Andy Carless	Schumacher	1350
5 John Munday	Schumacher	1348
6 Ashley Finch	Corally	1296
7 John Mears	Schumacher	1295
8 Mark Raddenbury	Tamiya	1279
9 Mick Barnes	Schumacher	1267
10 James Mears	*	1263
11 William Gilchrist	Associated	1256
12 Paul Munday	Schumacher	1217

GT/F1		
1 Gerald Page	Associated	1385
2 Andy Carless	HPI	1385
3 David Little	Corally	1377
4 Paul Mortimer	Associated	1358
5 Richard Anderson	*	1340
6 Kevin Tree	HPI	1340
7 Steve Hamilton	ProTen	1337
8 James Walker	Associated	1265
9 David Clift	Corally	1228
10 William Gilchrist	*	1217
11 Keith Hurcombe	HPI	853
12 Neal Stevenson	Tamiya	835

IC Scale Rubber		
1 Darren Johnson	Mugen	1376
2 Aaron Wearn	Mugen	1373
3 Glenn Westwood	Mugen	1371
4 Stephen Brown	Yokomo	1358
5 Neil Hunt	Mugen	1352
6 Andrew Gardiner	Mugen	1335
7 Robbie Syms	Mugen	1331
8 Alex Gardiner	Mugen	1268
9 David Shepherd	Mugen	1242
10 Arthur Rideout	Mugen	1241
11 Mark Lister	Th Tiger	1222
12 Dave Westwood	Mugen	1220

IC-10 Foam		
1 Tony Dimaiolo	Serpent	1187
2 Robert Leach	Serpent	1186
3 Richard Cox	Serpent	592
4 Chris Dugan	*	291
5 Marcus Epstein	Yokomo	201
6 Greg Fairley	Serpent	201
7 Koshi Kelly	Picco	195
8 David Gear	Picco	194

Get Your Engine Started Every Time BY KEVIN HETMANSKI - Part 2

Defective glow igniter or plug:

You should check both the glow igniter and glow plug for possible problems. Here's how:

- **Glow igniter.** Before you start, make sure that the glow igniter is fully charged and working properly. Partially install a spare glow plug to check the glow igniter's condition and the state of its charge. If you fully install the glow plug in the igniter, you might find it difficult to remove, especially when it starts to get very hot. Simply hold the glow plug by its housing (keep your fingers away from the element), and lightly press it into the igniter's contacts. The plug should glow bright white/orange. Also check whether the end of the glow igniter is clean and allows a good contact between it and the glow plug.

- **Glow plug.** If the glow igniter checks out, move on to the glow plug you've installed in the engine. Clean out the area around the glow plug (very important) and remove the plug from the engine. Insert the plug into the glow igniter (which you already know works properly), and make sure that the plug's coil lights up properly. If it doesn't, you need a new plug. If the glow plug does light but is a deeper orange color than it should be, it might be fouled or have some other flaw that will prevent it from working properly. A tip-off is that the engine dies as soon as you remove the glow igniter from the glow plug; don't confuse this with problems caused by having an excessively rich fuel mixture.

Some glow igniters are designed to make it easier to diagnose a plug problem. They have a built-in gauge that can help you with the two most common plug problems: the glow igniter is not charged, or the glow plug has failed completely. If you know you have a full charge on the glow igniter and the gauge is still in the red, you know the plug is the problem.

If you use an on-board electric starter, you might have problems heating the glow plug completely. When the engine is new or flooded, the starter motor works harder than normal to get the engine cranking. This heavy power drain results in a measurable drop in the power remaining to ignite the glow plug. This power drain reduces the glow plug's effectiveness and makes it harder to start the engine. Use a separate glow igniter as an independent power source to help get the engine started.

(Continued in issue 37)

Grass Cutting

Due to another volunteer letting us down we have had to return the job of cutting the grass back to the land owners groundsman.

It appears that once again it is the selfish few who refuse to stop their cars so that the grass can be cut, the grass cutters do not want an errant car crashing in to their ankles so they simply refuse to cut the grass whilst the track is being used.

In future all track activity must cease whilst the grass is being cut.

Mixed Up Data?

Using each letter 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.

Aabccceeeegilmnnnsu

Answer will be posted in the next issue

Example: acceeghiikllmnooosssy = Nigel Moss, Kyosho, IC Scale