

Coming Events

1 st – 2 nd Sep Sun 2 nd Sep	Halifax Aldershot Mendip Ashby	Tamiya Eurocup UK Finals Club Meeting Summer BRCA IC10 National 9/10 ? Torc 11/13
Sun 9 th Sep	Aldershot West London	Schumacher Cup 8/9 Summer Series 8
Sun 16 th Sep	Aldershot Bedworth Ashby	Club Meeting Summer Torc 12/13 Summer Series 3
Sun 23 rd Sep	Snetterton Ashby	BRCA IC10 National 10/10 BRCA Summer Touring 6/7
Sun 30 th Sep	Stafford West London	Torc 13/13 Summer Series 9
Sun 7 th Oct	Aldershot Ashby BTCC West London	Club Meeting Winter Schumacher Cup 9/9 Summer Series 10
Sun 14 th Oct	Bedworth	BRCA Summer Touring 7/7
Sun 21 st Oct	Aldershot Ashby West London Chessington	Club Meeting Winter Summer Series 4 Summer Series 11 Hotrods, ASCAR
Sun 28 th Oct	Chesterfield	BRCA AGM
Sun 4 th Nov	Aldershot Ashby	Club Meeting Winter Winter 1
Nov 9 th – 11 th Sun 11 th Nov	Aldershot West London	Track Closed Winter Series 1
Sun 18 th Nov	Aldershot	Club Meeting Winter
Sun 25 th Nov	Chessington	Hotrods, ASCAR
Sun 2 nd Dec	Aldershot Ashby	Club Meeting Winter Winter 2
Sun 9 th Dec	West London	Winter Series 2
Sun 16 th Dec	Aldershot	Club Meeting Winter
Sun 23 rd Dec	?	
Sun 30 th Dec	?	



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September 2001

The AMCC AGM is only a few months away so maybe it's time to get those thinking caps on.

Some of the current committee members may not stand next year due to different job/racing commitments.

Many of the site improvements and upgrades which were planned for this year have run in to problems, not helped by those who once again ignored long standing site rules, mainly out of hours use of the site and entering the red bricked kiln building. Other major jobs are simply awaiting planning/land owner permission.

As for the racing classes, it was agreed that we would restrict to 5 classes, (originally 4 but changed on the night to allow IC-10 cars) 4 of which are well supported although the GT class may fade during the winter months, the 5th class, IC-10, has not been successful and in recent meetings has had no entries, maybe this class should be opened up to IC cars over 200mm but restricted to .15 motors, at least the Kyosho SuperTen and HPI Super Nitro cars will then have a class to race in.

On the other side there has been talk of running a class for Schumacher's Big 6 Lotus, possibly using brushless motors. Carson now produce some DTM body's and a MB truck that would fit the Big 6 chassis making this class more interesting.

Some decisions cannot be made until after the BRCA AGM as they usually throw a surprise or two, but if you start talking amongst yourselves now we could probably get some the arguments and ideas sorted out before the big night. AGM date to be announced soon.

Have you moved?

We have discovered that a number of our club members have moved since they first joined the club, and we don't have their new address.

If you are one of them, please let us know your new address by filling in the 'Change of Address' Form which can be found via a link from the main page of our web site.

Racing Facts

On the club race meeting of the 1 July 2001, there were 95 race entries, of which 49 produced new personal best qualifying times. That is over 50%

On the club meeting of the 15th April 2001, during qualifying and the finals, the race cars covered a total distance of 658 miles.

AMCC Summer 8, 15th July 2001

Scale Modified		
Gavin Clinch	*	20: 5m 16.41s
Stephen Abbott	*	18: 5m 08.01s
Matthew Rees	Associated	17: 5m 02.05s
Mark Cripps	*	17: 5m 18.53s
F1/GT David Cliff	Corally	19: 5m 09.56s

IC Scale		
Sam Barnard	Yokomo	20: 5m 14.90s
Ben Cane	Mugen	19: 5m 01.47s
Darren Johnson	Mugen	19: 5m 01.63s
Glenn Westwood	Mugen	19: 5m 03.52s
Craig Maher	*	19: 5m 04.04s
Aaron Wearn	Mugen	19: 5m 04.14s
Andrew Gardiner	Mugen	19: 5m 14.49s
Stuart Crates	Mugen	19: 5m 14.71s
Arthur Rideout	Mugen	18: 5m 01.62s
Alex Gardiner	Mugen	18: 5m 02.15s
Cliff Gibson	*	18: 5m 05.58s
Richard Dyer	*	18: 5m 15.77s
David Shepherd	Mugen	17: 5m 02.30s
Karl Jansen	*	17: 5m 14.32s
Wayne Honey	HPI	17: 5m 14.61s
Dave Westwood	Mugen	16: 4m 50.03s
Paul Coventry	Yokomo	16: 5m 00.15s
Dave Pelling	*	16: 5m 03.24s
Tom Puttick	*	10: 4m 09.53s

Scale Stock		
David Cliff	Schumacher	17: 5m 01.25s
Andy Carless	Schumacher	17: 5m 05.31s
Darren Wilkinson	HPI	17: 5m 13.40s
Ian Foxwell	*	16: 5m 00.54s
Jon Clarke	*	16: 5m 03.77s
John Masters	Schumacher	16: 5m 13.88s
Paul Munday	Schumacher	16: 5m 14.09s
Edward Oelman	*	16: 5m 15.85s
Keith Hurcombe	Schumacher	16: 5m 19.03s
Robert Crawley	Yokomo	14: 5m 06.29s
Steve Jansen	*	14: 5m 07.07s
Lee Gardiner	*	14: 5m 08.46s

AMCC Summer 9, 5th August 2001

GT/F1		
Kevin Tree	Associated	20: 5m 14.50s
Gavin Clinch	*	19: 5m 05.63s
Richard Dyer	*	18: 5m 02.89s
Neal Stevenson	*	16: 5m 07.67s

Scale Stock		
Graham Douglas	Yokomo	18: 5m 10.43s
Gavin Clinch	*	18: 5m 12.51s
Dominic Skinner	Associated	18: 5m 14.05s
Andy Carless	Schumacher	17: 5m 01.23s
Gerald Page	Associated	17: 5m 05.61s
Chris Harris	*	17: 5m 15.28s
Neil Pilkington	Associated	16: 5m 01.04s
William Gilchrist	Schumacher	16: 5m 04.37s
Keith Hurcombe	Schumacher	16: 5m 12.26s
Scott Williams	*	16: 5m 17.43s
Mike Rees	Associated	15: 5m 04.59s
Neil Richardson	Schumacher	14: 5m 18.06s
Robert Rees	Losi	13: 5m 10.23s
Mark Ashby	*	13: 5m 20.89s
George Gilchrist	*	12: 5m 02.24s

IC Scale		
Ashley Bond	Mugen	19: 5m 09.66s
Andrew Gardiner	Mugen	19: 5m 12.72s
Richard Dyer	*	18: 5m 07.38s
Mark Lister	Th Tiger	17: 5m 04.18s
Jenyavanija	*	11: 4m 22.32s

Scale Modified		
Luke Burley	Losi	20: 5m 13.67s
Scott Smart	*	19: 5m 11.93s
Mark Payne	*	19: 5m 13.79s
Paul Martin	*	19: 5m 15.40s
Darren Wilkinson	HPI	18: 5m 00.50s
Matthew Rees	*	18: 5m 05.28s
Robert Digby	Associated	18: 5m 13.21s
Gerald Maher	*	15: 5m 03.26s
Chris Bell	*	15: 5m 15.92s

Track Records**(Latest Update September 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	Graham Douglas	Yokomo	18: 5m 10.43s	5.8.01

Kyosho will be sending three teams to the Kyosho World Finals held in Dubai, the teams are :

- 1, David Gear / Neville Smith.
- 2, Graham Atkinson / Nigel Moss.
- 3, Thomas Lewis / TBA.

Racing will be on a floodlit circuit over five days, October 22nd - 26th

Do you have any articles you would like to see in this newsletter, or maybe have a report of your own to send in, if so you can send them to me via e-mail:

pub@amcc.org.uk

Get Your Engine Started Every Time BY KEVIN HETMANSKI - Part 1

I've seen it a hundred times: if the engine doesn't start after a few minutes, most people just give up and pack it in for the day. Here are a few tips and tricks to combat the most common pitfalls that can prevent your engine from starting as it should.

Engine inspection - Give the engine a good once-over:

- **Screws.** Make sure that all the screws are tight and in place. Loose or missing screws are a very common cause of engine problems yet are often overlooked.
- **Flywheel.** Spin the flywheel to see whether it's firmly attached to the crankshaft. A loose flywheel, though difficult to detect, can make an engine nearly impossible to start.
- **Idle-speed screws and mixture needles.** I know this sounds crazy, but be sure to check whether your idle-speed screw and mixture needles on the carburetor are still there. Typically, the mixture screws loosen over time, and in extreme cases, they can even vibrate completely out of the engine.

Engine wear:

More than half of the engines I've been asked to help start are so badly worn that I'm amazed they started in their owners' previous 100 attempts. Engine wear makes starting increasingly difficult, and eventually, the engine won't start at all. The critical components here are the piston and sleeve; more specifically, the fit between the two. An excessively worn piston and sleeve won't create enough pressure in the crankcase to force fuel through the transfer ports and into the cylinder. After combustion, much of the cylinder pressure above the piston bleeds past the piston, too. More simply, the engine won't run well, if at all, if the piston and sleeve are excessively worn. Check for wear by rotating the flywheel counter-clockwise. With the glow plug in place, if you can easily rotate the flywheel with one finger, it's time to start shopping replacement parts or a new engine.

Fuel-system problems:

The fuel system is important when it comes to getting your engine fired quickly. A typical fuel system includes: a tank, a fuel line that connects the tank to the carburetor, a pressure line that feeds exhaust pressure into the tank for consistent fuel delivery and, possibly, a fuel filter.

- **Fuel tank.** The fuel tank should be clean and free of any obvious defects. The most common fuel tank problems are a faulty seal between the filler cap and the tank, a worn O-ring seal on the primer pump (if it's so equipped), plugged or restricted fuel flow through the pick-up, or a crack in the tank. Any of these problems can mean an air or fuel leak that will compromise the engine's ability to start and run properly.

The key is that the fuel system not only be free of fuel leaks but also be airtight. Air leaks in the fuel system cause uneven pressure in the fuel tank and excessive air bubbles in the fuel lines. Both of these can make starting and tuning the engine more difficult. It isn't unusual to have a few air bubbles in the fuel line, but you might have problems if you have excessive, persistent bubbles.

- **Fuel lines and pressure lines.** These are often overlooked during troubleshooting because damage isn't always obvious. The most common problems are small cuts in the lines (sharp or abrasive edges or rotating drive components are often the culprits here). Though hardly visible, these cuts in the lines can adversely affect engine starting and tuning, just as a faulty fuel tank can.

(Continued in issue 36)