

Race Calendar

Sun 19 th Sept	Aldershot Ashby Tolworth	Club Championship – Series 2, Rd 6 BTCC - Rd 9 Club Meeting
Sun 26 th Sept	Stafford Ashby West London	TORC – Rd 11 BRCA I/C Rubber Club Meeting
Sun 3 rd Oct	Aldershot West London Bedworth Tolworth	Club Championship – Series 2, Rd 7 BRCA Electric Modified BRCA Electric Stock Club Meeting
Sun 10 th Oct	Snetterton Ashby Tibshelf	STCC – Rd 8 TORC – Rd 12 BRCA I/C Rubber
Sun 17 th Oct	Aldershot Tolworth West London	Club Championship – Series 2, Rd 8 Club Meeting Club Meeting
Sun 31 st Oct	Aldershot	Club Championship – Series 2, Rd 9 BRCA AGM
Sun 7 th Nov	Aldershot Tolworth	Club Championship – Series 2, Rd 10 Club Meeting
Sun 21 st Nov	Aldershot Tolworth	Club Championship – Series 2, Rd 11 Club Meeting
Sun 5 th Dec	Aldershot Tolworth	Trophy Meeting Club Meeting
Sun 19 th Dec	Tolworth	Club Meeting

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

Marshalling (continued from front page)

- Marshalling at points 3, 4 and 5 can be a bit tricky – unless you've developed eyes in the back of your head. Try to listen out for calls from the rostrum and other marshalls alerting you to stranded cars. Apart from that just keep alert and do your best.
- When being marshalled – ie. you've come off the track – keep calm !. If the marshalls haven't seen your car then just call out the marshall number. A "please" is always helpful in these situations.
- Never have a "go" at a marshall after the race. Everyone tries to do their best and everyone makes mistakes now and again. ■

Well summer is now over and as we slip into Autumn I hope you all enjoyed your summer racing. As the AMCC does not have an indoor venue we have to take whatever the British weather has in store for us over the winter. I hope that as many of you as possible continue to come and race here during the winter months. It's not all that bad most of the time. Remember, this year we have a break from racing during December. The current championship ends in November and the new one starts in January.

Neil Pilkington. (Editor/Publicity)

Racing News

2-Leg Finals

As most of you will already be aware, we're currently running 2 leg finals. As we go into winter we will start to struggle to fit in 4 rounds of qualifying and 2 finals. In the past we've restricted racing to 3 rounds of qualifying during winter – and only run one final. As the race meetings are not as busy as they used to be, we have the opportunity to keep the 4 qualifying rounds. However, that would mean we would probably need to go back to running only one final. The question is therefore do you want 4 rounds of qualifying and one final, or 3 rounds of qualifying and 2 finals ?. Please let Nigel know your preference.

Championship Points system

In case you haven't noticed, the points system for the club championship has reverted to the old system ie. 100 for top qualifier/A final winner, 99 for 2nd qualifier/A final second place, 98 for 3rd qualifier/A final 3rd place etc. As normal, an additional 1 point is also given to the top qualifier.

IC Rubber classes

Nigel has suggested that we create a new rubber class for RTR type cars. We've had a number of drivers with these cars in the past but they have been discouraged from racing due to the difference in performance compared to the cars used by the more experienced drivers. The rules will no doubt develop overtime but to start with Nigel has suggested the following rules :-

- Open to RTR and Basic Kits which come supplied with a Pull-Start motor
- Maximum width of 200mm
- Cars can be upgraded but must retain their pull-start motor

The new class will be called "IC Scale Rubber Sport". The existing IC Rubber class is to be renamed "IC Rubber Pro".

If anyone has any other suggestions for this – or any other class – please let Nigel know. ■

Beginner's Guide – Electric Racing (part 3)

So you have the car, batteries, radio and speedo. You're nearly ready to race except you need one more piece of equipment - something to charge the batteries with.

Battery Chargers

Battery chargers – like most things connected with R/C car racing – come with a bewildering range of features. Basically all you need is something that charges the batteries up to their full capacity without overcharging them. The essential feature to look for is that it can detect when the battery pack is fully charged and automatically switch off the charging. Most chargers use the delta peak method to do this. When a battery is being charged the voltage across the pack rises. When the pack approaches being fully charged the voltage peaks and then starts to fall back. The charger detects this fall (the “delta”) and when it reaches a pre-set amount switches the charging off. This can method can be used for both NiCad and NiMH batteries although the delta must be set differently for each type (NiMH require a smaller delta). Another method used when charging NiMH batteries is to use the temperature of the pack – the charging being switched off when the pack reaches a specified temperature. Temperature based charging is normally found as an extra feature on delta peak chargers. Other features available include the ability to vary the charging current, the delta voltage and the charge profile (linear, pulse etc.). Some chargers can also discharge and cycle (charge, wait and then discharge) batteries. Batteries which aren't discharged before being re-charged can over time develop a “memory” of the voltage from where they're re-charged from. This then becomes the point where the batteries appear to be totally drained (even though there is still charge left in the batteries). This has the effect of reducing the capacity of the batteries and hence the run time during a race. The result is that the car grinds to a halt before the end of the race - often referred to as “dumping”. This “memory” effect is only a major problem with NiCad batteries as NiMH don't tend to suffer from the problem. However, it is still a good idea to discharge NiMH batteries as it can help keep the pack equalised and so prolong their life.

Tools & Spares

Whether racing your car or just practising you will inevitably crash it sooner or later and break something. On race days this can be very frustrating if you haven't got the spare parts to fix it. It's a good idea therefore to carry some essential spare parts with you. Things like suspension arms, shock towers, bumpers and a spare body can mean that a crash doesn't have to mean you packing-up your things and going home early. If you haven't got a particular spare part then all may not be lost as Nick Adams provides a track-side spare parts service. If you're stuck then ask Nick as he may just have that essential bit of graphite, plastic or aluminium you're after.

Beginner's Guide – continued ...

When you have the spare part to fix your car, you then have another problem to overcome – actually fitting it in the car before your next race. Here is where you discover that the tools supplied with the kit aren't really up to the job when you're under pressure to get the car back on the track for the next round of qualifying. A good set of tools are worth their weight in gold in these situations. Unfortunately given their price you would have thought they were made of gold. But, if you only choose the tools you actually need, the cost can be kept down. Hex drivers are a very commonly required tool (they replace the allen key you'd been struggling with). You don't however need to buy a complete set covering all the sizes. Most cars will only require 2 or 3 sizes, so just buy those. Other essential tools include socket drivers, small screw drivers and a good pair of pliers.

Well, that's just about it. I hope this guide has answered some of the questions beginners have when they're thinking about trying out R/C car racing. I'll put the whole guide on the website in case you've missed any of it. ■

Club News

Rubbish

The issue of rubbish has raised it's ugly head once again. We used to have a skip in the car park but we removed it since it was hard to get it emptied. Since then it's been up to someone volunteering to take the bags of rubbish to the tip in the back of their car or van. Although this situation may be being resolved soon, can we please ask you to take as much of your rubbish home with you as possible. Plastic bags are always available at race control during race meetings. In particular, can we please ask people who use the track for practising **not to leave ANY rubbish at the tack** as it can be there several days or even weeks before being removed by which time it starts to smell and/or scatters around the car park. Your assistance in this matter will be very much appreciated. ■

Marshalling & being marshalled

Just a few reminders about marshalling :-

- When marshalling a car back on the track, check for oncoming cars and only put the car down when it's safe to do so – ignore the screams from the driver on the rostrum !.
- Take care when running to marshal a car – your shoes might have even less grip than the car that's just run off the track. The track can be very slippery when damp. Falling on your backside can be very amusing for everyone else but it doesn't half hurt !.

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