

# CHASE'N RACE'N

## ILLUSTRATED

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**17th Annual Thanksgiving Thunder**  
Disco Donnie rallies to claim hefty payout!



**King of The Concrete**  
Greensboro Coliseum  
Greensboro, NC

**Stars & Stripes Banquet**  
Stanford, KY

**Grass Roots**  
TECH BARN

**Plus a whole lot more!!!**



# GRASSROOTS TECH BARN

with: Jimmy Rivers

## OUTRUNNING OLD MAN WINTER

Racing in the cold winter months takes a bit more preparation than the warmer months. Cold, damp weather is not a racer's friend. It is even a worse enemy to your equipment. Extra care and precautions need to be taken in order to ensure a successful winter season of racing.

Anyone who has done any work at all with their hands in winter has experienced the fact your hands as



well as the rest of your body becomes stiff from the cold air. Well, your equipment experiences the same effects.

In this month's installment of the "Grassroots Tech Barn," we will discuss ways to help your kart and tires to cope with the cold as well as throw in a couple tuning tips and tricks.

The first order of business is to empty our trailer of tires, karts, and engines. We want to keep these items in as much of a climate controlled environment as possible.



A heated workshop or garage is at the top of the list, but most of the time it's not an option. The main point is, to try to keep your critical items as protected as you possibly can from extreme cold and moisture.

Lubrication is of extreme importance this time of year. The luxury of warm weather to help displace moisture is now replaced by damp weather that promotes it. Always take extra time and care to spray down your chassis and engines to protect them, and make sure to oil the cylinder of your engines. Just as I have stated many times, a good maintenance program is essential to performance and reliability and in the winter it becomes more critical than ever.

Once at the track, it is a safe assumption that your engine temperatures will be lower than in warm weather. Tape up the flywheel screen a bit more to raise the temperature, and if necessary, use a spark plug a couple steps hotter. Do not lean the carburetor to raise the temperature. Leaning the mixture in winter is the exact opposite thing you want to do. Cold air is better air, and an engine can take in more good air than hot humid air. As a result, the fuel mixture needs to be richened during the winter months, rather than leaned. You would raise head temperature, but your performance would suffer. Consult your engine builder anytime before altering your carb settings.

If it is extremely cold, it may be a good idea to warm your engine at the trailer before going to the grid. This may save your starter from huffing and puffing trying to get the engine to start. If the engine is reluctant to start, shoot a spray of WD-40 into the cylinder or through the throat of the carb to help. The engine will start on the WD-40 and it will lubricate the





engine at the same time offering additional protection.

We can't forget about our tires either. It's safe to assume tires in the winter will need additional grip than in the summer. With that being said, an extra wipe or two or your conditioning prep may be necessary to keep the grip level high and the surface fresh and ready for use. If your tires won't be in use for any length of time, store in thick garbage bags to protect from the air. Cold air will close the surface pores on the tires, requiring extra attention if we expect peak performance.

Staying ahead of the pack is all about keeping up with the conditions. If you don't, be assured your competition is. I encourage an open mind and willingness to make adjustments. Hopefully we have provided some you with some food for thought to help



make your cold day at the track a better one. Stay warm, we will catch ya next month.



Jimmy Rivers *Signature Edition* horsepower will put you in the Spotlight !!



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Championship Horsepower  
for 16 years*



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