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BIG HAPPENINGS LEAD TO BIG SHOW IN STARKVILLE



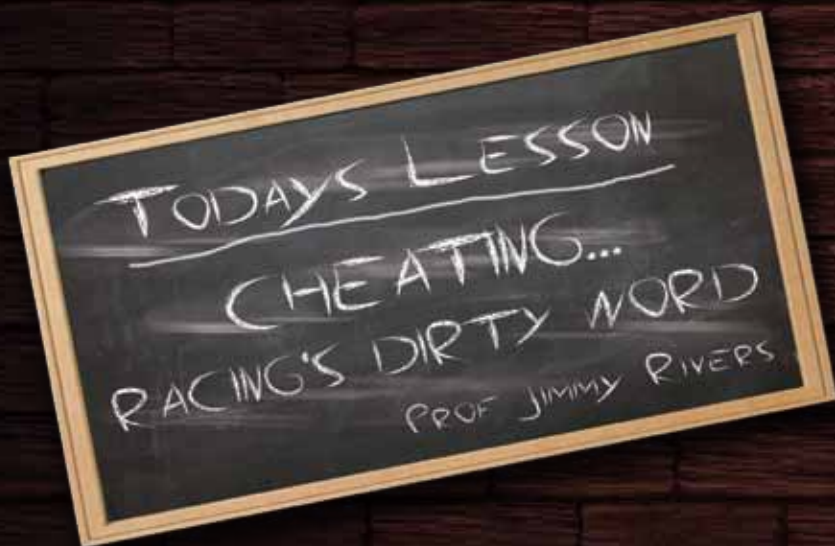
HONEYCUTT, BOAHN LIGHT IT UP IN WILLIAMSTON



Speed Shop Scholar
Cheating...Racing's Dirty Word
enTire Truth
Indoor Preparation

Bonus Coverage:

Eddie Burns Memorial @ Booneville Kart Track
Insane One @ Clay City Speedway
Plus More!!!



SPEED SHOP SCHOLAR

Welcome to another edition of the Speed Shop Scholar. This month we are going off in a bit of a different direction and discuss one of the dirtiest words in racing; Cheating.

Webster's dictionary defines cheating as "an act to influence or lead by deceit or trick", and "to violate rules dishonestly." Simply put, it is an intentional act to win by using parts and pieces that are modified well outside technical specifications.

Every week some racers complain that other competitors are engaging in activities that are giving them an unfair advantage. They use this as a means of justifying illegal behavior. More often than not, those cheating are not the ones winning the races. These racers are getting beat due to inadequacies in other areas of their racing program, and as anyone that has raced long will tell you, setup trumps power time and time again.

No, you DO NOT have to cheat to win.

Before I go further, let's be clear about one thing. I am not referring to every racer that fails post race tech as a cheater. This is all about spirit and intent. The engine that is disqualified due to wear, or a part falling over the edge is still illegal, but without intent to gain an unfair advantage.

I am referring to the competitor that uses an item such as an oversized camshaft, heavy duty springs, or even a bored out carburetor. These parts are used for one purpose, to



win at any cost, without any regard for right and wrong. They feel others are doing it, and if they are to be competitive, they must do it as well. People steal from Wal-Mart everyday and that is not correct behavior either. To me, this is the equivalent of sneaking into the scoring tower and running out with the purse money. Intentional cheating is stealing, plain and simple.

Some parents wish to bypass the learning curve for their

young racer and try to get to the winner's circle quickly. The desire isn't the problem, however the actions some take to accomplish this goal is where the problem lies. I recently observed a young driver in a restrictor plate class that had an extreme power advantage over his competitors. The speed of the kart was so fast he could not control the kart in the corners. For every three karts he passed in the straights, he would lose four or more spots in the corners. Can you say drilled out restrictor plate? Not only is this wrong, it is putting an inexperienced driver into a potentially dangerous situation.

I would certainly not want to try to explain to my young driver how my illegal actions caused a race win to be stripped from them in post race inspection. Does this parent provide his child with cheat sheets for his school tests, or train them how to shoplift at the local convenience store? Certainly makes you wonder. In my eyes, there isn't any difference.

Racetracks can take two actions when it comes to tech and cheating. They can turn a blind eye, just as above,



or they can do random checks in an attempt to keep a level playing field. They should also take immediate action when seeing an episode just as I mentioned above.

Racers spend a great deal of time and money to prepare their racing machines to tip top shape and uncontrolled cheating and a lack of tech is doing a great disservice to everyone that is playing fair. Why should we be placed at a disadvantage to some racer that chooses to grind out their carburetor or run a cheater cam or valve springs?

Rules and regulations are a vital part of motorsports. Every racer, engine builder, or chassis builder worth their salt is working hard to try and gain an edge any possible way they can within the box the rules provide. We are all working as close to the line as we can in an attempt to win or run as well as we can. I prefer to call it, "walking all over the line, without stepping over it".



Encourage your local track to provide tech inspection weekly. Spot checking items such as restrictor plates, carburetor bores, and valve springs are simple to do and re assembly can be performed very easily.

So, before you decide to modify that part, or install an item you know is outside the rules, think about your fellow racers. Think about the stigma that stays with you if you get caught. Think about how proud your mother would be if she were to find out. That itself is enough to keep most of us on the straight and narrow! Until next month, race hard and good luck!



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