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MURPHY'S LAW RULES BLUEGRASS NATIONALS



NYDKS RIDES ROUGHSHOD IN RANSOMVILLE



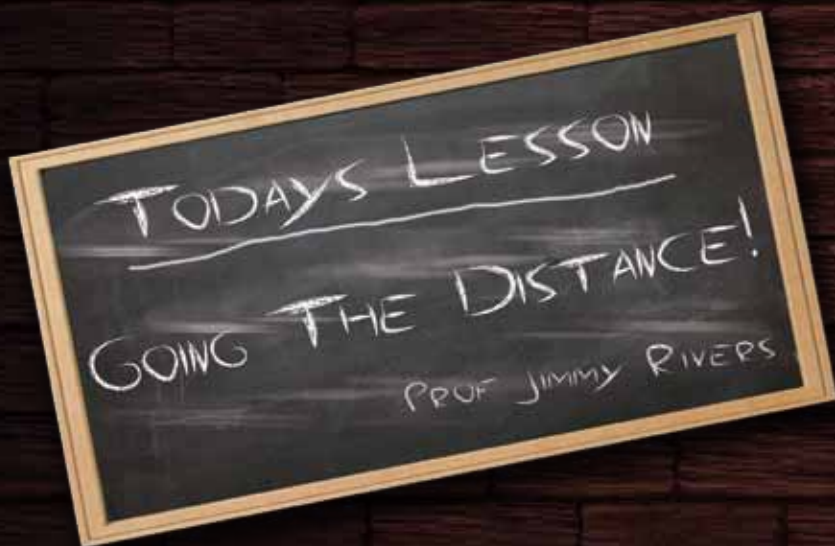
Day By Day...Part II



Speed Shop Scholar
Going The Distance...

Bonus Coverage:

American Dream Challenge @ Beechnut
Adam Baltzegar Memorial @ Sunshine Kartway
Plus More!!!



SPEED SHOP SCHOLAR

Welcome to another edition of the “Speed Shop Scholar”. Over the last few months, we have addressed critical mechanical and maintenance issues on both ends of the kart chassis. Our quest for speed has taken us through disassembly, repair, and re-assembly. Most of the time we spend working on our kart is searching for speed, which is time well spent.

Speed is of utmost importance, unless you are crazy lucky you cannot win without it. However, it doesn't matter how fast you are if you fail to complete the race. How many times have you heard about a fifty cent part costing someone a race? The goal of the “Speed Shop Scholar” this month is to address these areas and concerns and oh, save you more than fifty cents.

Items dragging on the racetrack is probably the number one issue I see that cuts a racer's event short. A brake line making contact with the track is a sure fire recipe for an early exit. Excessive length and improper routing most often lead to problems. Route your lines carefully and tie wrap securely to the frame in several places. Inspect the lines weekly and replace the tie wraps as needed to keep the lines out of harm's way.

Floorpans seem to be making a lot more contact

with the track than ever before. The stress added by the floor mounted fuel tanks, as well as ballast weight tends to reveal the strength limitations. The cure? Use good judgement when placing weights. Try to position the weights near a mounting tab for the additional support. The use of a large diameter fender washer between the floorpan and the mounting tab will also add some extra strength. Be sure not to over tighten the mounting bolts, tighten to the point of contact and slightly loosen.

While we are speaking about weights, let's carry it a bit further. Lead weights falling off on the track are a major issue, the least of which is the result at post race weigh-in. I don't need to tell you the harm it can do to drivers and karts once it is loose on the racing surface.

Improper mounting is the cause of the majority of these issues. Regulations state that a minimum 5/16 diameter bolt be used and must be double nutted or cotter pinned. I see huge chunks of lead attached to karts using bolts that are obviously too small. For you and your fellow racer's sake, inspect your kart and take heed to the tech requirements for attaching weight.

Inspect the mounting holes in the seat. Over time the holes can sometimes become slots, and allow the seat to lower in the chassis





which can result in contact with the track. If your mounting hole is worn out, re position the strut and drill another hole. Just as with the floorpan bolts, do not over tighten.

On to the subject of bolts and nuts. I see racers all the time that use and re use hardware over and over



without thought. Rounded nuts and bolt heads, worn out allen socket heads, the list goes on and on. Not only do the worn edges and socket holes make loosening the bolts much more difficult it also compromises the torque when tightening. This leads to parts that remove themselves during a race .It may also lead to motor mount clamps that are not properly tightened and well, you can guess the result.



Inspect all hardware and fasteners and replace before they let you down.

Nylon locknuts and cotter pins are used in many locations on the kart chassis. Often times these fasteners get reused over and over. The jury is out on whether you should reuse nylon locknuts, so I suggest only using a cou-



ple times, and then replacing. Cotter pins are a part that can fail on the second use, so I would replace them each use, or using a reusable diaper pin or similar locking pin.

The point this month is to visually inspect your kart, repeatedly. Don't just work on it, look at it. Most of the problems that take you out of the race don't come about



overnight, they build up over time. The racers that finish up front week after week don't do it by accident, they do it by preparation and maintenance. Just as I said earlier, it don't matter how fast you are if you are watching the race instead of winning it. Get to work, I will see you next month!