

RUG BURN

THE PERFECT LINE AND OTHER RACING MYTHS

14/15 SCEDULE

DEC 13, PRACTICE

DEC 14, RACE

DEC 20, PRACTICE

DEC 21, RACE

JAN 3, PRACTICE

JAN 4, RACE

JAN 24, PRACTICE

JAN 25, RACE

FEB 7, PRACTICE

FEB 8, RACE

FEB 21, PRACTICE

FEB 22, RACE

MAR 14, PRACTICE

MAR 15, RACE,

PENULTIMATE

MAR 21, PRACTICE

MAR 22, RACE



GREETING

Good day to all my fellow racers! We are now well into the new season, with lots of great racing to come. There are two races this month, with practice the night before. Doors open on Saturday at 6pm for set-up followed by practice, and at 8:30am on Sunday for racing. Tell your friends, tell your family, come on out and have some fun on the track!

As always, new racers are free for their first time out.

Mark your calendar, 13/14, and 20/21 for racing in December.

SERIES

With three races now in the books, the points series is shaping up to be a tight battle for the top spots.

In 12th scale Super Stock, Earl is holding the top spot, but is

GOT SOMETHING TO SAY?

If you would like to contribute an article to the club news letter, sent it on to me. I will do my best to include it. Format submissions in a word document, with accompanying photos. No plagiarized articles.

topics

- car set-up
- race-craft
- marshalling
- race reports
- advice to new racers
- focus on class
- rules
- fun

WE NEED YOUR HELP

The club needs a logo. Think you have what it take to design a logo for the club? Submit your design to me no later than the end of Dec. The designer of the winning logo will get one race weekend for free, thats right folks, free!

Where to find us

www.rctech.com, Canadian rc scene, KRC Racing

Facebook; Kelowna RC Racing

closely followed by Greg G., only 8 points behind, with Aaron M. nipping at his heels, with a deficit of only 4 points to 2nd.

In TC Stock, Aaron M. is out to the early lead, with Greg G. doggedly pursuing him, 7 points back. Earl has a good hold on the third spot, 3 points behind Greg.

In F1, it is still early days for this class, with a few cars on the side line waiting to make there track debut. Once the field fills out, it will be a closely watched battle for the lead.

Be sure to check on www.rcpointsmanager.com for the latest standings. Look for KRC RACING CLUB under tracks to find us.

FOCUS ON CLASS

12th scale

1/12 scale pan car is arguably

the longest running on-road racing class. With good reason. They are fast, small and simple in design, making them ideal to race on just about any track, big or small. The cars maybe small, but the rewards are big when you get it right with 12th scale.



I think 12th scale is the perfect class to get started with in on-road racing. It is a class that will teach you how to drive smooth, clean lines, and how to extract every 10th out of every corner. The rewards are big, but the frustration can be even bigger!

WHY DON'T YOU RUN 12th SCALE?

The two most used reasons for not running 12th scale are: they are too hard to set up and drive, and foam tires are a pain/cost too much.

On average, a set of tires will cost \$30-\$35 dollars. Tires will wear about 0.7-0.8mm per race day(20min. practice, 3 qualifiers, 1 main). If they are trued to 43mm(rear), and are used until they are at 40mm, this should give almost 4 club race days on one set of tires, not bad, for an average cost of \$7.50-\$8.75 a race day.

Mind you, the tires come out of the box much bigger than 43mm. So why true them smaller? Well, the smaller tire has a better chance of not chunking(having a piece rip off) and, more important, they work better the smaller they are! So, now I need a truer? NO, lots of us at the club have one, and are more than happy to help you out.

OK, so what tires do I need? Its like the Skittles Rainbow out there! This is probably the worst part of 12th scale racing, trying to figure out all the different tires. Why they colour coded the foam is beyond me! All you really need to know for stock class racing is, use a hard front tire and soft rear tire. EG; Black/Yellow, or Double Pink/Pink, or Purple/Magenta. Strait forward eh? All kidding aside, I would just stick to Black fronts, and Green rears, then just work on driving the car.



12th scale cars are very simple in design, as such, there is not much to them. This is the rub. Due to the very nature of the design, the car demands a high level of attention to detail, but once it is understood, they are very rewarding to drive.

There are three main components on a 12th scale car that will either make it great to drive, or nearly un-drivable, the diff., the rear pod/side links, and the front suspension.

We will go over each of these to get it right.

Rear pod and side links. This is what keeps the rear tires on the ground. It is critical that the rear pod moves freely on its three mounting points. In order for the pod to do so, the side links need to be in perfect alignment with the centre 'football' link.

Start by setting the centre pivot ball in the 'football', just tight enough to remove all play, yet the ball should be free. Sometimes the ball will need to be polished to achieve this.



Next, install the side links on their balls, again, just tighten the clamping screws enough to remove all play, but the links should move freely. A very slight amount of play is better than the links binding on the balls.

Finally, mount the assembled 'football' to the chassis and rear pod. Tighten the bolt for the pivot ball, but leave the chassis screws just snug at this time. Now move the rear pod about its full range of motion, it should move smoothly, with no binding or snapping feel. If it will not, you may need to loosen the clamp on the pivot ball itself (the top part of the 'football'). Once all is free with no binding, fully tighten the chassis screws to secure the assembly. Recheck for bind free movement, if not free, repeat until it is.

This is critical to the proper handling of the car. Any binding in the pod will produce unpredictable behaviour from the car, making it very difficult to drive.



Front suspension. Now that the rear is good, we gotta get the front right! The most important thing with this is free movement of all components, and making sure the two sides are the same.

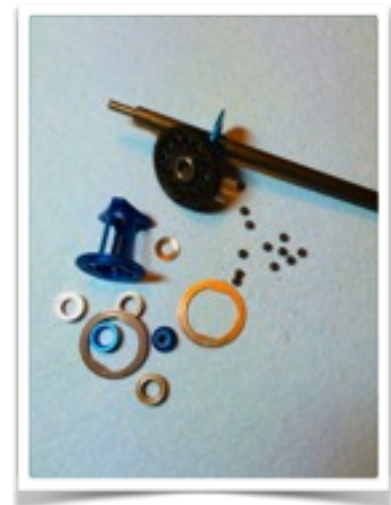
Start by assembling both lower arms to the chassis. place the chassis on a flat surface, and check that both arms are the same distance off. If not, you put it together wrong, or something is bent, correct as necessary. Aside from free movement, this is the most critical part of the front end. All the set-up and adjustments are based on the lower arms being the same distance from the ground.

Finish off by assembling as per the kit instructions. Make sure everything moves freely without binding, you may need to polish the hinge pins and king pins. Also, pay close attention to the shims and their location. Check that the springs are the same length, if not, get new ones that are. When shimming the king pin, be sure to shim it so there is no free play of the spring, but also, do not preload the spring. This will make setting the tweak much easier.

Check the front springs regularly, they can collapse, thus causing uneven handling. Have spares in your tool kit.

The differential. If built and set right, the car will be great, if wrong, might as well park it. This is the one part you will get good at, because, it is the part you will do most often. At the very least, you will want to service the diff. once per race day for club racing, and once per heat in a big race!

First, we will talk about what comes in the kit. Most kits will need to be upgraded to get the diff. the best it can be. Number one upgrade should be a thrust bearing if yours does not have it. You can get this from Slapmaster, look it up. Next is the diff. balls. Most kits come with steel balls, they are OK to use, but are a wear item, get a 100 pack, or get ceramic balls. You will never replace the ceramic ones.



Now that we have our ceramic balls and thrust bearing, we can build the diff. Start off by getting some 600 grit wet/dry sand paper. You want to sand the diff rings dry on a flat surface, do both sides, and sand until you see the ring is flat (most rings are stamped out of flat stock, leaving one side slightly convex, and the other concave). Use a figure 8 motion to achieve a cross hatch finish on the ring. Once you have an even surface, put some oil on the sand paper and polish the rings, again both sides. You are not looking for a mirror polish, just a dull nickel finish. (If you are going to use the steel balls, get some 1000 grit wet/dry, and wet polish the plates to a chrome finish) Clean the plates with motor spray/brake clean when done.

Next, put your balls on a paper towel, and (grow up!) squeeze a drop of diff. lube on them, about the size of one ball. Roll the balls in the lube to lightly coat them. Note that we used very little lube, do not over lube, it just attracts dirt. Install the balls in the gear.

From here, assemble the diff as per the instructions, pay close attention to the direction of the bevil washer. For now, just tighten the diff to hold everything in place.

To set the diff., place the car on the race track, and while holding the rear of the car, give it some throttle, if the wheels don't turn, tighten the nut a 1/16 of a turn, repeat until the diff. no longer slips.

To maintain the diff. after this, all you need to do is take it apart, clean the balls, rings, and spur gear, re lube, and reset, simple. It's also a good idea to have spare rear axle bearings on hand, these can take a pounding!

In conclusion, this should get you a good start in 1/24 scale racing. Use the kit set up to start, and ask for help to set the tweak on your car. Then just turn laps. The more the better.

I would also strongly recommend that if you are just starting out in 1/24, or are struggling, you should run a 17.5T motor. This will slow the car slightly, and make it easier to drive, set the roll out around 90-95mm for this.

Article by Earl Towson

NEW MEMBERS

We need new membership in order to grow. Got a friend or coworker that might want to race? Tell them about us, invite them to come out, lend them a car to try. Know someone that used to race here? Let them know how things are now.

I think the club should have a club car of some sort, for new people to try at race days. Finances won't be there for this until possibly next year, but I would like to see it happen sooner. The club will always accept donations, be it private or corporate. If you, or anyone you know has a business that could donate a club car, let me know.

If anyone has ideas to get the word out, let me know. We are on Facebook, please 'Like' the page.

I would like to work on a flyer to promote the club. It would go in the hobby shops in town, and possibly at Future Shop as well. I need help with the content, if you would like to help write/design the flyer, please contact myself.

This is the End

Well, thats it for this month. I am going to try and make this a monthly news letter, hope you all enjoyed it!

Your Prez

Earl 'Slowinslowout' Towson