



# CHASE'N RACE'N

## ILLUSTRATED

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### THIBODEAUX ROCKS THE HOUSE IN LOUISIANA



### HOT SHOW HEATS UP COOL NIGHTS IN VA

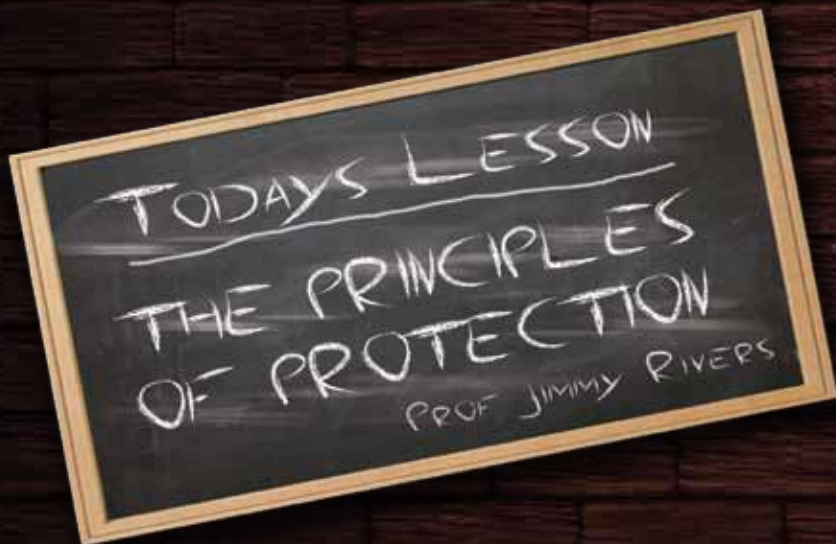


Speed Shop Scholar  
The Principles of Protection

### Bonus Coverage:

Stacy Beam Birthday Bash @ Foothills Raceway  
Tommy Boger Memorial @ Woodleaf Speedway  
Plus More!!!





# SPEED SHOP SCHOLAR

Welcome to another edition of the "Speed Shop Scholar" program. It is getting to the time of the year that a lot of racing equipment is seeing a bit less action and fewer trips to the racetrack. In some areas of the country, racing season is over and done with for a few months.

Several times in the past few years, we have touched upon some of the necessary steps to properly win-



terize your racing engine and protect it while waiting upon the upcoming racing season. Every one of those steps still apply, however with the popularity of the Clone classes and in particular, the gasoline fuel, I felt it important to expand the topic a bit further. Spending a little time before storage will reap high dividends in the spring. Definitely saving you



precious time as well as money.

As I stated above, the mandated fuel in the Box Stock classes is gasoline. This is not your Daddy's gasoline either. Today's fuel has many ingredients and other components that make it very corrosive to our engines. Using any type of treatment or stabilizer, while maybe effective, will run us afoul of the technical regulations applied to the fuel.

The whole point of this exercise is to purge and protect the entire fuel system.

The best choice is to remove all the fuel completely from the system and cleanse and treat all the affected components. This begins by draining the fuel tank and all the lines. Remove the fuel line at the pump and drain the gaso-



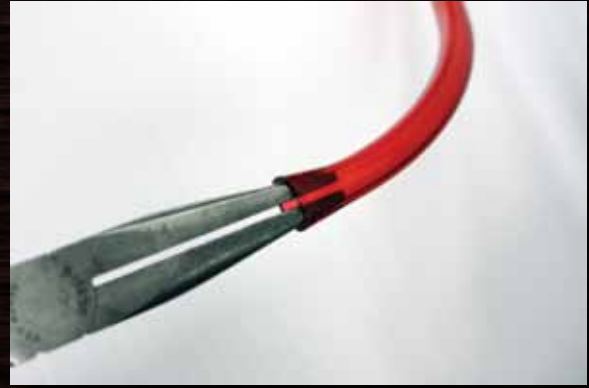
line into an approved container. Then, remove the float bowl from the carburetor, and using low pressure compressed air, gently blow any remaining fuel from the system. While the bowl is removed, blow the carb dry of fuel, and lightly coat all the internal areas of the carburetor and the inside of the bowl with WD-40. Spray a light coat inside the carb as well, to protect the throat area.

After all the fuel is gone and the carburetor is protected, remove the fuel tank from the kart. Shake and thoroughly empty to insure all traces of fuel are gone. Any remaining fuel will definitely sour before the new season begins. Remount the tank securely.





This is a great time to replace all the fuel lines and install a new fuel filter. The gasoline hardens the hoses very quickly and replacement is definitely going to be needed. Doing it now, you are a step ahead for the new year. Just a note, use a small piece of hose over the nipple on the carb



place and securely tighten the spark plug. Pulling the engine up onto the compression stroke will close both valves and further isolate the cylinder from any moisture.

Complete the protection process by draining the oil, and sealing off all the areas where air, and or mois-



fuel inlet to bridge the gap to the 1/4" hose. Stretching the i.d. of the larger hose will make the slip over an easier task. Simply place the tip of a pair of needle nose pliers inside the hose and open. This will expand the i.d. of the larger hose.

To help protect the engine while it rests over the break, remove the spark plug and spray a liberal amount of



ture can possibly enter. This includes the breather tube, the exhaust, and the air filter adapter. Be certain to tag the engine to reflect the lack of oil, we do not want any issues



WD-40 down the cylinder. Pull the engine over slowly to circulate the lubricant. Finish off with a final squirt and then re-



there. Spray a light coating of WD-40 over the entire engine to protect it while it rests, adding a bit extra to any exposed bare metal, such as the crankshaft.