



AUSTRALIAN 1/4 SCALE SPEEDWAY RACING NEWSLETTER

Issue #2 July 2008

Hutcho's "Blast from the Past"

By Kristen Smith



Ron gets sideways at the Bankstown Trotting Club

Rob Lowe photo

Former Australian compact speedcar champion, now LQSS racer Ron Hutchinson had his own 'Blast from the Past' when he stepped into the cockpit of the ex Bob Tattersall #3 Offenhauser at a vintage speedcar meet, on the 12th of July at Bankstown Trotting Club.

The car, now owned by Graham Gallagher, was originally built by Don Edmunds for Jack Stroud, and won a USAC crown in 1969 piloted by Bob Tattersall. Don now spends his time building unbelievable 1/4 scale replicas of the cars he originally built!

Dirt Modifieds

By "The Shadow"

The boom class on the LQSS oval at present are the Dirt Modifieds. Numbers are steadily increasing every meeting.

The class is based on the ever popular HPI Baja Buggy, that are fitted with plastic replica Dirt Mod bodies manufactured in Sydney, by Ross and Wade of Pilgrim Race Bodies. The body kit basically fits straight onto the chassis and requires no chassis modifications.

The aerodynamics of the body appears to actually improve the handling of the car over the original Buggy body. Under hard acceleration through the turns, they will really get the front left wheel "hiking", just like their full-size counterparts. With the HPI "SS" kit coming with a 26cc motor and a tune pipe, these mini-modifieds are rapid off the line with an impressive top end speed.

The HPI Baja appears to be a well constructed unit that can take a knock - something that happens often when 12 of these hit the track at the one time.

Anyone seeking to run an alternate class should take a serious look at the dirt modifieds!



Two dirt mods get upside down @ LQSS

Sharyn McKenzie photo

Penfield Posse

By John Cooper

Well the bears are starting to awaken and many of them were seen at the Penfield Model Engineers Society AGM on Wednesday the 16th July.

A thing or two came out of the Meeting and one being that besides the Presidents Sprintcar Cup race meeting to be held on the 11th Oct 2008, we now have a second big show locked into our 12 race summer programme, with that being the Outlaw South Australian Championship for both Sprintcars and Sedans on the 10th Jan 2009. Both events will be staged under OQSSA sanction and Promoted by the Penfield Model Engineers Society, Speedway Section.

Noise Levels

The OQSSA in conjunction with Penfield are concerned with the increasing noise levels of some of the race cars ,and as from Sept .1st 2008 were to introduce a level of no higher than 90db . Penfield have had some numbers presented to them from a company who measure noise and it is quite a bit lower than that presented above. How ever if you intend racing at Penfield any time after Sept 1st 2008 make sure that you race car is no louder at this stage than the standard Zennoah or CY engine muffler. As these 2 mufflers are the accepted norm world wide. We will try to get the company that did the noise testing to revisit and discuss with us the accepted stock noise levels from the engine suppliers mentioned.

We are not saying take your tuned pipes off and throw them away as I have a tuned pipe on one of our cars that may be a tad quieter than the standard muffler. We the Penfield group are making an attempt to pro-active in this area.

Seen and Heard

When one keeps ones ears to the ground we find out little snippets of interest.

- Well I heard the other day that Simon McKean "The Big Mac" after a couple of years away from the hobby just about has a new sprintcar ready to go. We will be running training sessions for him to keep it on 4 wheels and that Mal will be making a couple of "This way up" signs for it.
- Dave Smith tells me that he is trying to rent a Sedan for the Championship. If it is the one he drove last open day then we may well be in for a treat. Does that mean Dave that we have to bring our proven Beagle Chassis #29 out of retirement?
- It was good at the Penfield AGM to see our two 12 year old racers on the receiving end of the awards for their seasons work. Hard Charger Damien Willis for the boats, and Christopher Burgess for the race cars. Good work boys. These two kids can both drive.
- Talking to Damien's Dad Brian and he said he would love to make a return to the speedway. Time will tell, will it be in a Buggy, Stockcar or Sprintcar?
- Dave Eastman ran the new Pro 1 Sprintcar a couple of weeks ago and said that once he or I think he mentioned "we" when he was talking to Dave Smith and I, get the set up right it will go quite well.
- Each time I talk to Grant Muller and Kim Forman about their Speedway Sidecar project the smile on their face gets bigger. In the old days of Sidecar racing it was always said that we kept the riders locked up between heats, fed the red meat on a bone, prodded them with a chair ,and let them into the ring when its show time. Now I don't think that we will have to do that to these guys, but their eyes do glaze over a bit when we talk about the out comes of their project.
- The Question now being asked is " will Peter Henley get a sidecar? he has one of everything else. Which reminds me Pappa Smurf won the 50 lap boat race at Penfield recently.

Stay on the tar to get there.

Coop

Tech Tips

“Problems caused by motor vibration”

By Mark Sonego

Being that Kristen has such a good idea for this newsletter, I thought this might be a good forum to share some technical knowledge and hope others can do so as well. I thought I would start the ball rolling and talk about the problems that vibration can cause. Vibration from the motor and moving components can cause a few problems in these machines so here are a few tips that I have picked up over time. Split or spring washers can be used on bolts that do not have nuts to stop them from coming loose. The use of nylock nuts is also a good idea or alternatively you can use two ordinary nuts on the one thread to lock each other off. The same principle can be used with grub screws. Provided you have enough thread you can screw one grub screw on top of another to prevent them from coming loose. Locktite or even superglue on a bolt can also prevent them from coming undone. Radio interference can also be caused by a loose metal part vibrating. It is also a good idea to place your receiver in a plastic box and wrap it in foam to reduce it shacking about. Electrical wires rubbing against each other or against metal parts can cause them to wear through. You can use electrical tape or plastic tubing to hold wires and protect them from the elements. The battery is another vulnerable source for vibration. It is a good idea to place some electrical tape between the cells so they don't rub through and touch each other. A hot glue gun can be used to fix the cells together to reduce them vibrating loose and breaking connection. You can also place the battery on plastic or rubber to prevent it shorting out on the chassis. I have even seen people wrap the battery in bubble wrap which is a clever idea. Much of these ideas are common sense but I have found it can reduce frustration at the track. Let's face it its not much fun when your car is unreliable. If anyone else has more technical tips for everyone involved in this wonderful hobby/sport please feel free to share your knowledge. A lot of enjoyment can be gained by improving your car each time you have a run and discussing set ups and advice with others. It is not always about winning but how well your car can get around the track.

Tricorp Security Racing Website

Tricorp Security Racing team principal Mal Paton has unveiled the new Australian Microsprint website, including a sub-site devoted to Tricorp Security Racing. The site was built by team mate Brett Finucane and is still under construction, but online and functional.

Mal and Tricorp Security have been heavily involved in ¼ scale speedway racing in the past and I'm sure the ¼ scale racers from around Australia wish them the best in their endeavours.

Point your web browsers to microsprintsaustralia.com to see the new website!



Pictured Left

Mathew Turner and John Cooper seem to be a bit confused which direction they're meant to be going! Left, and not into the fence boys!



Pictured Right

Sydney to Melbourne is a long drive for your car to end up on the workbench all day!

Featured Driver - *David Reay*

Name: David Reay

Resides: Campbelltown

Birthday: 28/2/1981

Occupation: CNC programmer

Began 1/4 scale racing: 12 months ago

Greatest Racing Achievement: Winning 1/4 scale sprint car Australian title 2008

Worst Racing Moment: There isn't any! It's all good!

Favourite Speedway: Luddenham. 😊

Favourite Driver: Robbie Farr

Biggest Influence on your Racing: All the guys at Luddenham Speedway

Favourite Saying: When in doubt, power out.

People to Thank: Radical Hobbies, Kellets



David Reay, after winning the 2008 Australian 1/4 Scale Sprintcar Title

Earle Emanuel photo

Blast from the Past

"A picture is worth a thousand words"

These photos are from the 2005 Australian Championships held at Grandview Speedway, Whittlesea.

Paul Daley took out the title in his Tricorp sponsored #99 Bullet car, with Victoria's Mathew Turner self-constructed JT Race Chassis car 2nd and NSW's Mal Paton also driving a Terry Bennett built Bullet coming home in 3rd position.



All three photos were taken by Brett Finucane.

Editor's Note

Just a reminder that if you have anything to share with the Australian 1/4 scale community, whether it be photos, an article or tech tips to send it through.

Thanks to the people who contributed to this month's issue, Bob Jeffreson for his ongoing support and proof-reading skills, and to YOU.. for reading! 😊