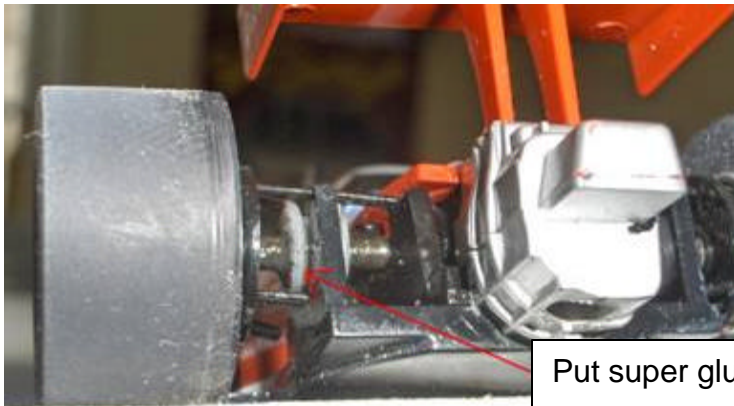




IRL SETUP TIPS

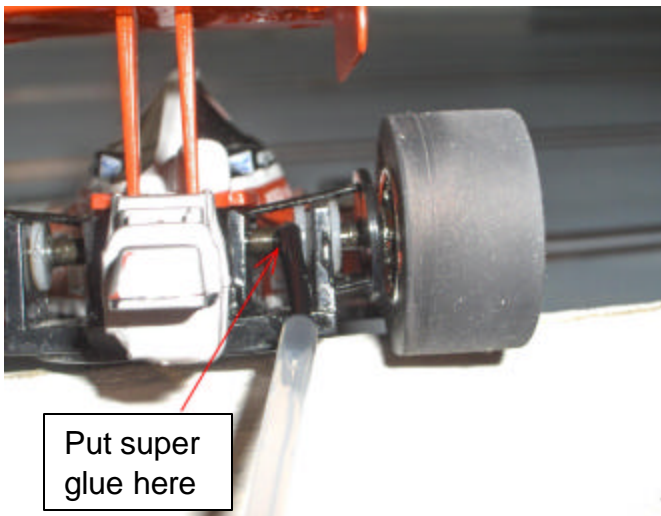
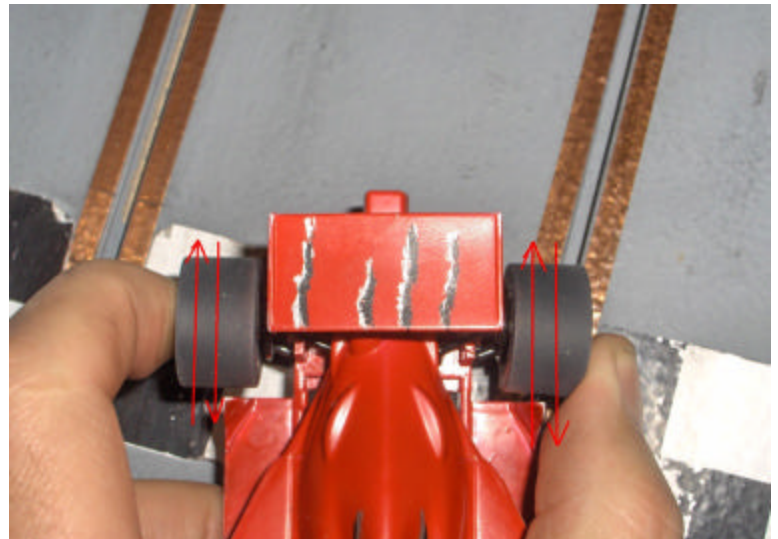
By Mike Chiochio

These modifications are designed to improve the handling of a non-magnet IRL car within the rules governed by Shoreline Model Raceways. For any club members who vary from these modifications, please have the modifications reviewed.



Start with the rear bushings. Put a small amount of super glue between the bushing and the chassis. You only want to use a small amount to ensure you can break the bond afterwards. I suggest using a toothpick with a small amount of super glue on the end.

The next step is to check for any play in the bushings. You are actually checking the clearance between the axle and the bushing. Many stock Scalextric bushings have too much clearance between the axle and the bushing. Check both up and down, back and forth.

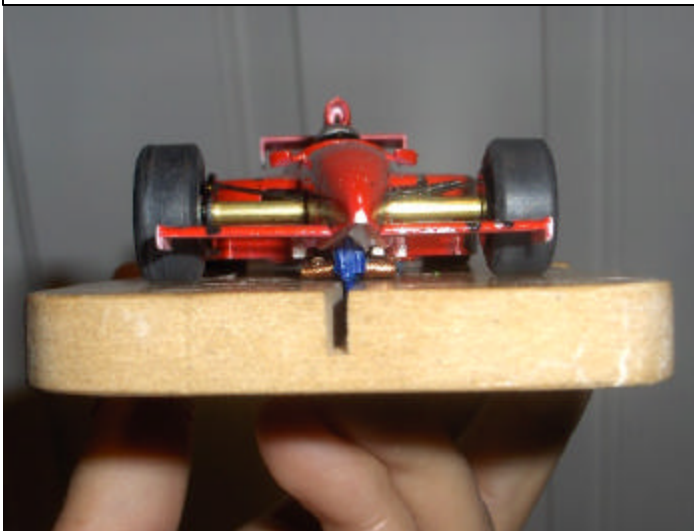


To remove the play in the bushing, dab a small amount of super glue on the axle, directly next to the bushing. Slowly spin the axle, allowing the super glue to flow between the axle and the bushing. The super glue will act like a shim between the axle and the bushing and remove any of the play in the axle. Once you have performed this on both sides, go to the previous step and check for play. You should find you have eliminated any play in the axle.

One of the problems with an IRL car is the front axle floats causing the car to lean over. An allowed modification is to insert a 1/8 brass tube over the axle, the width of the front end to act as a stiffener. Start by removing the front wheels and axle. Perform this by twisting the wheels in opposite directions. Note that the front axle ends are knurled so this may require some pressure. Using 1/8" drill bit, drill out for the tube. I do this by hand to prevent any damage by the drill.



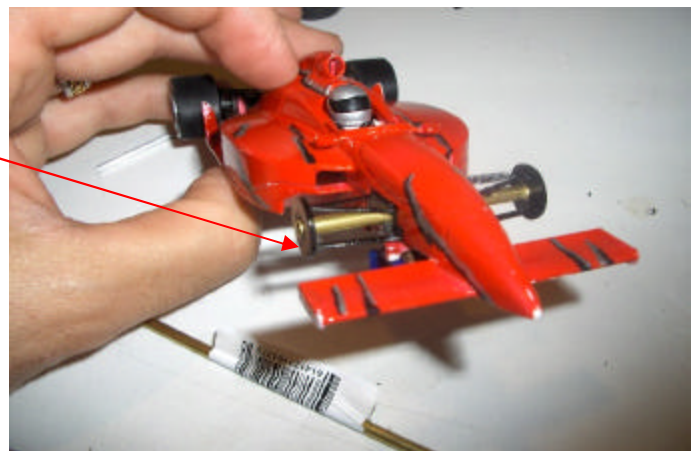
Here is a picture of the front end assembly in the car. Now insert the axle and put the wheel back on. Make sure the wheels rotate smoothly.



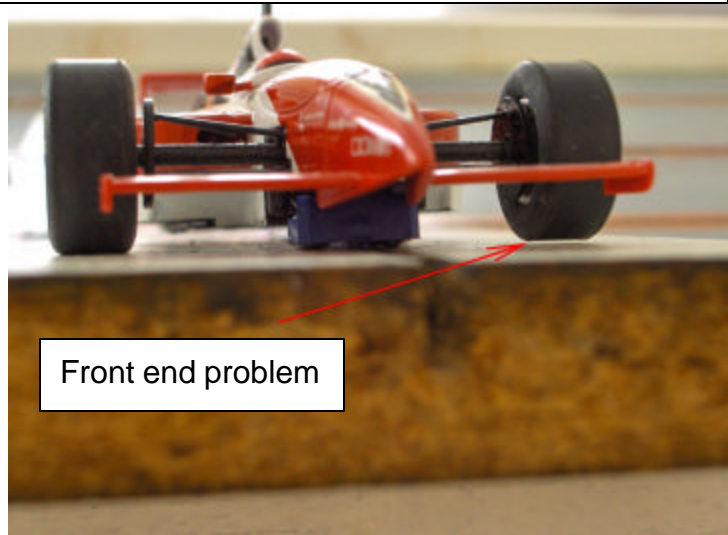
This is a good example of what to look for in your front end. With the left front wheel in the air, this car will have a problem with right hand turns. When you are checking your car, you should always test it with the guide and braids that you are going to race with. Before you move the front end, always remove the guide to make sure it is not the braid causing a problem. If this is the cause, replace your braid with new braid that is flat. I recommend the soft Slot.it braid to help eliminate this problem.



Insert the tube in the front end then lightly sand the bottom of the front end assembly where it meets the chassis. Before assembling the car, glue motor in place as outlined later in the article. Now assemble the front end in the car and check for fit. There may be a small amount of flashing on the chassis that may interfere with the front end assembly. Remove this to make sure you have a tight fit to the chassis.



Put the car on a test block. Make sure both front tires are clearly on the block. If not, you can twist the front end to make sure both tires on flat on the track. Make sure you are using a guide that is shaved and the braids are flat.

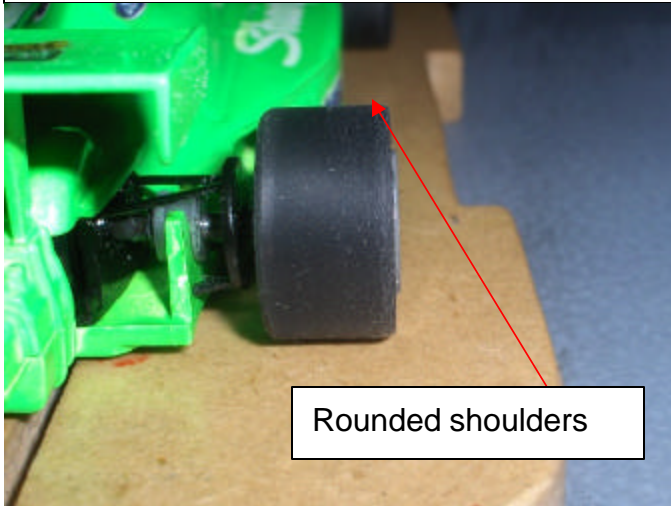


Front end problem

Once your front end is set, flow some super glue where the chassis meets the front end assembly. This serves to lock the front end in place. Don't forget to lube the front axle!

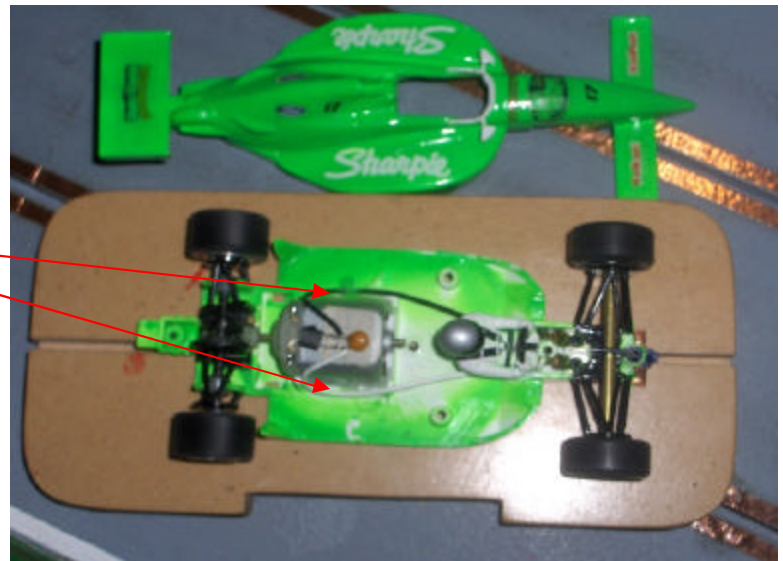


Though any tire is allowed, we have had the best results using PPR tires. When using these tires, the edges of the tires should be rounded off.



Rounded shoulders

The motors are known to move around in these cars and cause premature pinion wear. Hot glue your motor in place by putting a bead of hot glue between the motor and chassis.



With these few modifications, the IRL cars turn into a well handling non-magnet slot car. If you start to have a handling problem, put the car back on the tech block and check the front end. It does not take much to tweak the front end to cause a problem or for your braids to become fluffed up and raise the front end of the car.