

# GRASS ROOTS TECH BARN

with Jeremy Rivers

## PREPARING FOR A LONG WINTER NAP

Welcome to another installment of the "Grassroots Tech Barn". Last month we discussed the steps necessary to properly prepare your engine for the winter months. This month we are going to expand on that topic and lay out



the procedure to winterize your chassis, your tires, and anything else needing protection from the effects of winter weather.

Just as cool damp weather can harm your engine, it can allow any unprotected metal to begin rusting. Not only is this visually unappealing, it also restricts the movement of critical components such as bearings and linkages. This is why winter preparation is of utmost importance.

Before any maintenance program can begin, we must start with a clean slate, or in this case, a clean kart. Once clean and dry, coat the entire chassis and running gear with a good coat of a spray lubricant. Be certain to spray and coat all areas, not just the ones you can readily see. This includes the underside of the chassis. Pay extra at-



tention to all uncoated surfaces as they will need additional oil to remain protected. Using a quality bearing oil, lubricate all bearings and rod ends. Turn the steering shaft and spin the axle to allow the oil to circulate throughout.

One of my pet peeves is rust in the socket head of allen bolts. Most allen head bolts we use are uncoated, and the slightest bit of moisture turns into a rust spot in the socket head. To keep myself off the edge of the cliff, I wet the tip of a q-tip with spray lube and rub into the head of the bolts as an additional safeguard against rusting.

To protect your clutches for the winter, place into a ziplock bag and store away. Use the same method to protect other important items such as your MyChron.

Our tires must also be properly prepared for storage. Before I go any further, let me say this. Rarely, if ever, will tires used one season perform as well in the following



season, regardless of storage technique. However, they may be used in some capacity, and that is why we want to take the effort to prepare for hibernation.

Start by cleaning the tires thoroughly. Soap and water to start, then a couple hard wipes with a tire cleaner or similar product to open up the tread surface of the tire. Follow up with a couple good coats of WD-40 to add some oil back into the tire. Wrap the tires up with cellophane to protect from the air, and store by sets in heavy duty plastic

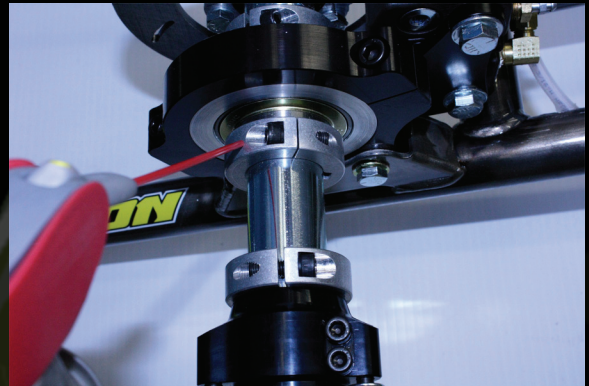


uses calcium chloride flakes in an elevated basket to draw moisture out of the air. This is a fantastic aid in the fight against moisture, anytime of the year. It works great in the trailer or the shop, anywhere you want to eliminate or reduce a moisture problem.

The time and effort you spend in preparation for a winter break will be rewarded in the coming months when you prepare for the new season. Spring prep will require less effort and your precious equipment will be in a much better mechanical and visually appealing condition. The new season starts here, today. Put your best foot forward. See you next month. Stay warm and dry!

bags. Cold weather does to your skin the same thing it does to your tires, it dries them out. For this reason, it is imperative to protect them from the cold air as much as we possibly can.

Storage location of your racing equipment dictates how well everything survives the winter. If you can move everything inside into a garage or other area with some sort of climate control, this is preferred. However, this is not always the case. I cautiously add this; if you can sneak any of these items into the house, this will definitely increase the level of protection, but, proceed at your own risk on this one. If your racing trailer is your storage location, seal off any obvious air leaks to keep out as much moisture as possible. I also recommend a product called Damp-Rid. This



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