



8) During a meet the motor should be magnetized before each and every run for maximum performance. This is not absolutely necessary for practice or tune-up, but it insures more uniform runs which are easier to evaluate. A lot of the shops have a flat rate month's fee for the use of their magnetizer. Magnetizers vary greatly. Some can completely saturate the magnet in a single one second jolt. Others might have to be used two or more times to reach the same end result. Since our motor was completely disassembled it will have to be remagnetized before our first run. It's generally a good idea to check the car on the test rack to make sure it is magnetized in the right direction for racing.



10) The track must be cleaned before each and every run. During practice runs you will probably only have to clean the first ten feet from the starting line, and then about every tenth run you'll have to clean the whole track. This will depend on how much contact cleaner the cars drop on the track. During race night, I clean the track from start to finish after every run. It's a lot of work, but if your tires run over one drop of contact cleaner on the track, it can cost you a race. I use Windex glass cleaner in the spray bottle and Scot paper towels combined with a little elbow grease to clean the track. Don't worry about rubbing through the Formica, you won't even put a polish on it. But be sure to take it easy on the track's pickup tape.



12) Place car on the track before contact cleaner starts to evaporate. Line car up straight with track and place one finger on track tape in front of the car to keep the car from rolling forward. At the same time use your other hand to seat the tires to the track. This consists of holding both the rear wheels with your thumb and fingers and turning the wheels forward with a slight downward pressure, without actually moving the car forward. It might take  $\frac{1}{8}$  of a revolution or one full revolution to seat the tires. It depends on the tires, but you'll be able to feel when they start to bite and then you can stop turning.



9) The drag rules do not allow the use of any fire compounds for traction. This keeps the track cleaner and more uniform for the next guy. For the greatest possible traction, the tires must be cleaned before each and every run. Besides holding true on race night, this is a ritual that must be followed even on the practice and tune-up runs. Dab a small amount of Energine spot remover, from the bottle and not the can, on a clean white cloth and rub it on the tire to clean the traction surface. We're only concerned with cleaning the outside of the tire, so don't soak the tire, otherwise it will take too long to dry. It should take about five minutes for the tires to dry. During the time the tires are wet don't let them touch anything, and above all do not touch them with your fingers, clean or otherwise.



11) Using Contactine or Wishh, which is available in most T.V. supplies stores, spray a small amount on the pickup and then some on the commutator and brushes. Be careful not to get any overspray on the tires or track. Some of the fellows use their own mixes, applied with easy to control eye droppers. About three to four drops should be plenty, then rotate the tires which will spread the contact cleaner around commutator and brushes.