

Reader's Wheels

Ed' says

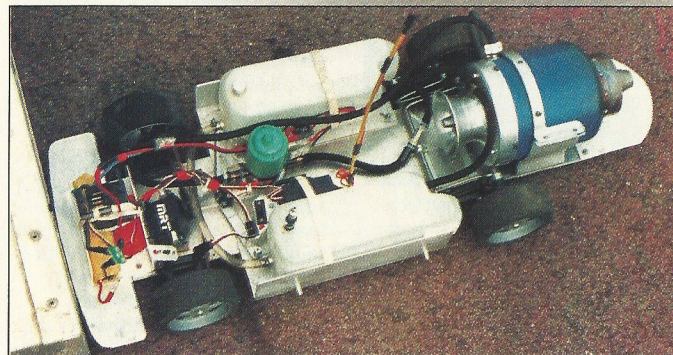
I had only just put pen to paper to complain that nobody sends me any good reader's wheels when this appeared on the scene - it will most certainly do fine!

joining the jet set

Bob Creasey's Jet Turbine Car

Bob's car started life as a jet engine project a couple of years ago when he got plans for a Schreckling KJ-66 Turbo-Jet motor. To build it he needed to buy an Audi Quattro compressor wheel, which cost about a hundred pounds, and a Jesus Artes turbine wheel, which set him back a further hundred pounds. The rest had to be handmade. For the combustion chamber he used 316 stainless steel, the Exhaust Gas Vanes were made from Incol and stainless steel, and the Compressor Static Diffuser was manufactured from solid aluminium. There was some initial teething problems with the engine developing hot spots and sorting out the fuel pump so that it didn't spurt flames out the back, which not only scared the cat but Bob's long-suffering wife too.

The fuel system consists of a Kavan fuel pump being controlled by an MRT electronic speed controller from an R/C car, using a pack of eight rechargeable Nickel-Cadmium cells. Both the cells and



the speedo had been acquired from Graham, his son, a long-time R/C car racer.

It Revs!

After finding the right sort of lubricant (a thinned-down synthetic - Magnatek), that could handle the high rpm (the engine can spin up to 100,000rpm!) without leaving any residue, it was all systems go. Good old fashion paraffin was the fuel used and at 100,000 rpm the engine pushes out a whopping nine pounds of thrust (70 Newtons), and that from an engine weighing in at a kilogram. The

engine was used in an aeroplane before Bob finished building a car for it. The chassis plate was made from a sheet of aluminium with all the mechanical parts from a Mardave ITC kit and the all-up weight was 7.5 lbs.

The Mercedes ITC body also came from Mardave with Bob making the rear wing for it.

Run Time

The day eventually came for the car's first run and Graham was drafted in to do the test drive at the West London Racing Centre. The club were very helpful in mov-

ing some of the track markers so that Graham had a clear run round the oval circuit. Another plus point for the West London circuit is that it is surrounded by armco. Bob was concerned that would the car might catch fire if it was flipped over and had brought along a fire extinguisher to cover this possibility. If you want to run a Jet Turbine then you should make you have Insurance cover and the BMFA can provide you with this. Anyway after getting it started and the bodysell fitted, it was over to Graham to take it for a spin. There was great interest from all those attending the race meeting and it was packed-out all round the track with people watching, talk about being under pressure. From the sidelines the car looked a bit on the loose side with the back end stepping out under the least amount of provocation.

Driving Impressions

Graham confirmed this afterwards and said that as soon as he touched the brakes the back end would break away, but the thing he really had to get a hang of was the throttle lag on the turbine. Graham also said that he only used about a quarter throttle, so there is plenty to come from the car. Maybe having some harder tyres on the front and softer ones on the rear might have cured this, but Bob thought that the high position of the engine was pushing the front of the car down and this was creating the oversteer problem. All in all, it wasn't bad for the car's first outing and with a bit more time things can only improve and Graham might be able to get up to full throttle, now that would be a sight to behold. **RRCI**



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