

MICHAEL SALVEN

TEAM talk

THE LOW DOWN DIRECT FROM SERPENT

Dear racing friends

Very slowly the racing in Europe starts. As I said in my last column, I went to France to do my first 1/8 scale race this year. I was very curious, because I did not know the track, which is a non-permanent indoor track, specially for that event. I was very surprised because of the size of the track. Compared to the usual indoor tracks it was very big and had a very nice layout with high-speed parts but with a technical and slower infield as well. Of course traction was a problem like in almost all indoor tracks that use halls, which are used for different purposes during the year, but the organisation did its best to improve that by spraying sugar water on the track surface. At the end of practice on Friday evening, the grip had already improved a lot although we all used tyres with grooves until the end of the event.

Another thing I was curious about, was the performance of our new engines. Of course we already did a lot of testing before, but it still is very thrilling to use the final product in a race. Although I had only one of these new engines, I was perfectly happy with it. There were no problems whatsoever with it, and performance wise it was fast enough to be TQ and to win the race. During the weekend I explained to people that this is a standard Mega, and

to convince them, I decided to give the engine to one of the drivers at the end of the race. Of course there will always be people that don't believe that I use normal engines most of the time. I hope they believe it now, because if that engine would have been a

special one, I wouldn't have given it away.

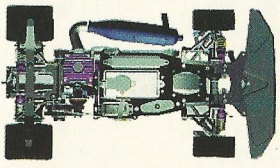
At the chassis side there isn't much to say. As I said before in my last column, we had to use the old front for the last time, but with the new improved shocks and other little improvements, all the Vector drivers were very happy. Beside me also the others per-

formed very well and we finished first, second, third and fourth! The next weekend I went to Italy for the first national race. I drive there, but because of the ever increasing competition from other manufacturers, we decided to give some technical support. The second reason was that one of our Italian drivers, Fabio Domanin, is now using the MEGA engines. You can imagine that I was very happy to see him qualifying in first place, in front of Collari! Also here the performance of the car was very good; Vectors finishing first, second and third. Unfortunately Fabio had to retire due to radio problems when lying in second spot. About the set-up there is nothing special, but like in France the new shocks were a big improvement. Beside that it was very interesting to see how sensitive the car reacted on changes on the down stops, especially in the rear, and on changes of the caster. In general the car was best with a lot of suspension travel and the drivers, who were mostly using red springs all around, adjusted the balance of the car mostly with the caster (the more they moved the front upper arm to the rear the more oversteer they got). In general it was a very, very good start to the season.

At the time you read this, I will have departed to Florida to take part in the classic annual Winter Race. I am convinced that we will be fast there as well, but you will read and see a lot more about that race in my next column.

Till next time **RRCI**

Salven set up

VECTOR BMP					
Driver: Track: PESCARA Race: Session file: 10370012	Date: 16-04-96 Humidity: 70 Traction: 90 Temp. outside: 15 track 20	Results: Qualifying: 0.0 Best lap: 0 Position: 0	Final: 0.0 Best lap: 0 Position: 0		
GEOMETRY REAR track-w: 266.0 mm toe-in: 2.0 deg. down-stop: 8.0 mm camber-cut: 0.0/0.0 deg. camber-in: -2.5/-2.5 deg.	LEFT TIRE ELLEGI PINK 35 shore 76.0 mm	4-WD 18/25 ODR: 1.00	EXHAUST MEGA 089 SX-21 MEDIUM 110 mm	CASTER 3.0 mm	LEFT TIRE ELLEGI JAP 35 shore 70.0 mm
REAR SHOCKS Bottom pos. RED 30 SERPENT YELLOW 3-hole 0 damping					GEOMETRY FRONT track-w: 258.0 mm toe-in: 0.0 deg. down-stop: -1.0 mm camber-cut: 0.5/0.5 deg. camber-in: -1.0/-1.0 deg.
REAR AXLE 100%					FRONT SHOCKS Bottom pos. RED 30 SERPENT YELLOW 2-hole 0 damping
ANTI-ROLL BAR 0.0 fixed					ANTI-ROLL BAR adjustable 1.0 mm 30 deg.
CHASSIS SERPENT VECTOR FIRST CAR	RIGHT TIRE ELLEGI PINK 35 shore 76.0 mm	2-SPEED 17/48 37.2mm 20/44 47.8mm	ENGINE MEGA SX-21 MS MEGA 77F Head: 0.04 mm STANDARD liner 7.1 mm exhaust port 7.5 mm carb. size	RIGHT TIRE ELLEGI JAP 35 shore 70.0 mm	

Below: Serpent success

