



Cliff Lett

INTERVIEW

Name
Cliff Lett.
Age
33.
Home City
Fountain Valley,
USA.
Country
USA.

Occupation
Research and Development Manager,
Associated Electrics.
Sponsors
Associated, Reedy, Novak, Airtronics,
RC Perf, Specialties, Oakley, Proline.
4WD Car
Yokomo.

RRC interviews 4WD World Champion, Cliff Lett.

2WD Car
RC10.

How long have you been racing?

6.5 years.

Which is your favourite class (2WD or 4WD) and why?

I don't have a favourite between 2WD and 4WD, I enjoy both.

Do you race other types of R/C cars? Please list

1/2 (RC12LW), 1/8 (RC10L and RC10LSS), 1/4 RC500.



Please list all of your major results

1991 IFMAR 4wd World Champion.
1991 ROAR 1/2 National Champion.
1990 ROAR off road National Champion, 2wd and 4wd.
1989 ROAR off road National Champion, 4wd.
1989 ROAR Oval National Champion, 2wd.
1988 ROAR off road National Champion, 2wd.
1988 ROAR off road National Champion, 2wd and 4wd, std and mod.
Two time Reedy Race of Champions winner.
To What do you attribute your success?
Being involved in professional motocross racing for 13 years with Yamaha helped my knowledge on off road racing. Also my involvement with Associated has been a great asset with my racing success.

Which do you consider to be your best/most favourite result and why?

1991 IFMAR World Championship. I've been close to a World Championship before but this win really made all the hard work and sleepless nights worthwhile.



Whom do you consider to be the best driver/drivers in the world and why?

1. Masami Hirotsuka. Masami is not only a very talented driver but also a good friend and teammate. 2. Craig Drescher. Craig has a lot of natural talent and it's starting to show more and more. 3. Phil Davies. Phil could make a shoebox go fast. 4. Brian Kinwald. Brian will be a future world champion.

Do you have any other hobbies and interests?

1. Model aeroplane flying — gliders and power aerobatics. 2. Tennis. 3. School — Maths and Physics.

If you could give one piece of advice to R/C racers, what would it be?

Don't try to become a champion overnight, it won't happen. Off road racing takes many hours of experience because it not only requires good driving but also knowledge of how to change your car for changing track conditions. This only comes with experience.

Chargers and Batteries

What charger do you use?

How many amps do you prefer charge at? Do you prefer peak or thermal charging?

Novak charger, at 3 to 4 amps. I prefer peak charging.

Do you discharge your nicads after using them? If so how? Also, how do you store them? (Resistors etc)

I discharge my cells individually immediately after using them until they are cool to touch.

Do you think 1400 SCR's will become universally used in 1/10 off road buggies? If so why?

In the USA, batteries are not an issue in off road. SCR's are very strong batteries so most people use them because they can be raced several times a day.

Motors

How often do you skimm the commutators on your motors?

Mike Reedy usually does all of my motor

work. I think he skims the comm when he feels some bounce in the brushes. **What do you use to clean your motors, and how often do you clean them?**

Cleaning usually depends on how dusty the track conditions are. When I clean the motors I use Reedy motor cleaner. **What sort of motor brushes do you use (make and specification, ie cut, slotted etc), and how often do you replace them?**

Mike makes the selection as to what brushes, springs, tension is necessary for whatever type of racing I am doing. **Could you please briefly explain the different characteristics of singles, triples, quads etc**

Mike feels that singles will have the most punch while quads will be somewhat smoother to drive. Double and trips will obviously be somewhere inbetween.

Please give brief advice for non experts on general preparation of shock absorbers and the effect they should be trying to achieve for their cars

It is very important to keep your shock absorbers clean and fresh. Be sure the shaft slides smoothly through seal assembly before filling with oil. Use only Associated silicone oil. After filling with oil make sure shocks (side to side) feel exactly the same dampening wise.

Tyres

How do you go about choosing different types for different track surfaces?

Obviously, you will need long spiked tyres for loamy, loose type dirt. Short spiked tyres will be needed for hard packed type tracks. The tyre compound is more critical for hard slippery surfaces. **Under what circumstances do you trim the spikes etc off the tyres?**

The tyre spikes should be cut when the surface is very hard packed. This will reduce the amount the spikes roll over. **Do you make a small hole in the tyre? If so why?**

Yes, because this will reduce the tyre from giving the suspension more bounce.

Do you run with foam inserts in the tyres? If so why?

Sometimes, foam inserts will help the car jump and go through bumps better. This is because it somewhat dampens the compression of the tyre.

Geometry

How much caster do you run on the front wheels? 2WD

25°

4WD

12°

How much caster do you run on the rear wheels? 2WD

3°

4WD

1°

How much camber do you run on the front wheels? 2WD

-2°

4WD

-2°



How much camber do you run on the rear wheels? 2WD

-1°

4WD

-1°

How much toe in do you run on the front wheels? 2WD

0°

4WD

0°

How often do you strip your car down and give it a complete overhaul?

This depends upon what type of track conditions you race in. The worse the conditions, the more you need to work on your car. @