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## my PMP setup.

Posted by SvoChuck - 2008/03/17 09:17

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350lb front springs welt front sway bar about in the middle . -3 camber left front . -2 camber right front. 0 toe , max caster. koni shocks just stiffer than halfway.

rear full soft on the konis . 30mm bars 0 toe , -2.5 camber both sides . welt rear sway bar a little more than half stiff .

Thats what I wanted . I did not check it from our last event of 2007 but I'm sure it was close to that.

Tire pressure was really hurting me . I could not adjust to the way the sun was coming in and out of the clouds . so I started the pressures low thinking they would come up then the clouds came out and the tires were rolling over due to low pressure. then in Sundays main race I started the pressures at 35 but after 15 or 20 minutes the rear started feeling slick "Capt Oversteer" I am !

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## Re:my PMP setup.

Posted by Chris - 2008/03/17 09:39

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### Front

375lb springs

koni- never touched them, full soft?

27 mm m030 sway bar with reinforced braces and delrin bushings

0 toe

-3 camber both sides

### Rear

30mm Tbars

20 mm M030 sway bar (nonadjustable)

koni with arbitrary settings(im not sure since there is no reference point when adjusting them or any indication that any changes are being made, i tried to make 2/3 max rebound)

0 toe

-2.5 camber both sides

### Tire Pressure

Saturday started too high at 32 cold, felt "greasy" when hot

sunday changed to 28/29 lbs all around and no complaints, front driver side i was rolling over the sidewalls pretty good so i increased to 29/30lbs

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## Re:my PMP setup.

Posted by joepaluch - 2008/03/17 10:05

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SvoChuck wrote:

Tire pressure was really hurting me . I could not adjust to the way the sun was coming in and out of the clouds . so I started the pressures low thinking they would come up then the clouds came out and the tires were rolling over due to low pressure. then in Sundays main race I started the pressures at 35 but after 15 or 20 minutes the rear started feeling slick "Capt Oversteer" I am !

Chuck,

Norm Hamden gave me this tire pressure tip.

Run a session to get he tires warmed up and then check pressures. Let say you want to see 38 or 39 PSI hot on all 4 tires. Well after this session check all pressures and if over bleed down to 38 psi. If under note how much(ie 36 psi hot) and then add air (ie 2 psi) sometime before the next session. Now before the next session do not change pressures. They may be varried at each corner of the car, but once driving they should all return to 38 psi hot. I used to start my tires at 32 psi cold before each session, but once Norm gave me this tip my car seemed more consistant during a race. Seems to make some sense as when doing this my tire pressures just before heading out are often very close to 32 psi has I had been setting them too. However I don't need to fudge for the sun heating up the tires on one side of the car.

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BTW... over 40 psi on RA-1 = lots of sliding. I am not quite sure of how the R888 will do yet.

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### Re:my PMP setup.

Posted by SvoChuck - 2008/03/17 10:21

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i'm with you but the track temps were just crazy this weekend ... when the sun came out we made heat in the tires and all was well . but when the sun went away it was cold ! so no tire temps ???

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### Re:my PMP setup.

Posted by joepaluch - 2008/03/17 11:13

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SvoChuck wrote:

i'm with you but the track temps were just crazy this weekend ... when the sun came out we made heat in the tires and all was well . but when the sun went away it was cold ! so no tire temps ???

I seem to have been able to get 6-7 psi increase in tire pressure irrespective of ambient temp. It may take a bit longer when we have a morning 40F session in January than a 100F race in the summer, but things still seem to get to similar pressure.

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### Re:my PMP setup.

Posted by dmdirks - 2008/03/17 11:54

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#76

Front:  
350 lb springs, Weltmeister bar, Koni's set to about mid-way (I think), stock rubber control arm bushings & top strut mounts. Camber is approx -3 deg. Toe was set to zero about a year ago.

Rear:  
30mm torsion bars, Weltmeister 22mm sway bar, Koni's set on the softer side, poly spring plate & arm bushings. Camber was screwed up thanks to Firestone (-2.5/-2.0) and the toe was set to +1/8.

Tire pressures: I set them to 28 cold and didn't get a chance to play with them. My guess for weight is around 2640 with a 1/4 tank of gas.

#77- Michelle's car:

Front:  
350 lb springs, Turbo bar with Delrin inner bushings, stock shocks, stock rubber control arm bushings & top strut mounts. Camber was maxed out, toe was set to approx. -1/16.

Rear:  
28mm torsion bars, Weltmeister 22mm sway bar, stock shocks, stock rubber bushings, Camber was horrible and toe was set to +1/8.

Tire pressures: same as my car. Car plus driver weighed 2706 lbs.

Her car is about 3 seconds slower than mine at PMI...for now, anyway.

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### Re:my PMP setup.

Posted by Weston - 2008/03/17 11:56

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Any reason why full soft on the rear Koni's, Chuck? I have mine at full stiff, which is probably too much, but I just haven't gotten around to pulling them out and adjusting them. I had just sort of arbitrarily set them there when I installed them and haven't had time to fine tune it. That was one of those things I was planning to do instead of tearing apart a Chevy motor last week. Well, at least I have plenty of time to do that, fix my front alignment, remove weight, etc., now...

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### Re:my PMP setup.

Posted by dgrande - 2008/03/17 19:16

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Boy do I feel stupid. I have no idea where my suspension is set (it was on the wreck when I bought it). I haven't touched it except asking Dart to give me as much front camber as possible when the motor was put in. I'll do some research and report back - I didn't even know we could change the shock settings. One of these days I'll get this figured out.....

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### Re:my PMP setup.

Posted by SvoChuck - 2008/03/17 23:25

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Weston wrote:

I just haven't gotten around to pulling them out and adjusting them. I had just sort of arbitrarily set them there when I installed them and haven't had time to fine tune it. ...

same here that is just where i put them ...

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### Re:my PMP setup.

Posted by joepaluch - 2008/03/18 06:37

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dgrande wrote:

Boy do I feel stupid. I have no idea where my suspension is set (it was on the wreck when I bought it). I haven't touched it except asking Dart to give me as much front camber as possible when the motor was put in. I'll do some research and report back - I didn't even know we could change the shock settings. One of these days I'll get this figured out.....

Don't feel bad... changing shock settings is worth a few tenths here and there at most. Unless you are looking to gain that little bit shocks won't make any difference. The rest of the guys just like to sound cool. :laugh:

Over the years I have been racing these cars I have learned that a decent setup puts you in the ballpark. Then it is the driver's job to extract the speed from the car. Fine tuning things like 1/4 inch ride height adjustments, shock tuning, 1" or less sway bar adjustments, and 0.5 deg camber settings are little things that all combined might get you a consistent 0.5 to 0.8 seconds a lap. These are great to mess with when work on being out front, but not so important when you are still looking to gain seconds a lap.

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### Re:my PMP setup.

Posted by cullenwinter - 2008/03/18 10:48

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I ran a ride height worthy of the WRC, with whatever springs dampers and T-bars were on the car. I do however, have the club sport 19mm adjustable rear sway and the 26.8mm front bars. Those combined with some thoroughly heat cycled, used RA1s that I got real cheap, enabled me to run at the back (quite successfully !) Brakes will get some attention soon, as I had enough to lock-up frequently, but never knew where the pedal was going to be. Fun, fun.

Your results with this set-up may vary :laugh:

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### Re:my PMP setup.

Posted by 944cer - 2008/03/20 13:30

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Any discussion by those running the new R888's? Times, feel, pressures?

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**Re:my PMP setup.**

Posted by Weston - 2008/03/20 14:18

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944cer wrote:

Any discussion by those running the new R888's? Times, feel, pressures?

I think it's safe to say that they're faster... same rubber compound, but a little wider, with no need to shave them, and a firmer sidewall. I ran last season's RA-1's this last weekend and my lap times were pretty close to what I was running at the November event... a few tenths faster, but I had also figured out where I could carry more speed since the November event, and I had made some minor improvements to the car. Dirks, Chuck, Doug, and Chris were on new R888's and their best lap times were all around 2-3 seconds faster than ever before.

This just reinforces my trash talking that Chris will be GOING DOWN next time we race... my new R888's are mounted and sitting in my garage. B)

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**Re:my PMP setup.**

Posted by Chris - 2008/03/20 14:43

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hey, dont make me tell kevin about your hpde 4 "incident"

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**Re:my PMP setup.**

Posted by SvoChuck - 2008/03/20 14:57

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Chris wrote:

hey, dont make me tell kevin about your hpde 4 "incident"

OOOOooooooo I'm telling OOOOOoooooo

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**Re:my PMP setup.**

Posted by SvoChuck - 2008/03/20 15:01

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I think they were better than full tred RA1's but it seems to me that shaved RA1's to 2-3/32's vs full tred R888's would be real close . A little shave on a new R888 should be faster than any RA1.

Dirks was just a tick faster than his last year time . I was a bit quicker but last year I was on old tires all year.

bottom line R888's are better by a little bit.

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**Re:my PMP setup.**

Posted by Weston - 2008/03/20 15:30

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Chris wrote:

hey, dont make me tell kevin about your hpde 4 "incident"

I was just showing people what not to do. Now don't make me tell Hillery about all those things you've said and done...

:ohmy:

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## Re:my PMP setup.

Posted by 944cer - 2008/03/20 15:40

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Hmmmm...2-3 seconds faster...that would put me up with the top tier drivers and only one race weekend under my belt...maybe a little early for trash talkin but...mtn man shakin it up! :laugh:

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## Re:my PMP setup.

Posted by Weston - 2008/03/20 15:47

SvoChuck wrote:

I think they were better than full tred RA1's but it seems to me that shaved RA1's to 2-3/32's vs full tred R888's would be real close . A little shave on a new R888 should be faster than any RA1.

Dirks was just a tick faster than his last year time . I was a bit quicker but last year I was on old tires all year.

bottom line R888's are better by a little bit.

Well, here's what I came up with...

Dirks' best on RA-1's in 2007: 1:50.199 (July Sunday Qualifying)

Dirks' first weekend on R888's: 1:48.776 (track record)

Chuck's best on RA-1's in 2007: 1:52.595 (July Sunday Main Race)

Chuck's first weekend on R888's: 1:49.874

Doug's best on RA-1's in 2007: 1:54.277 (November Saturday Qualifying)

Doug's first weekend on R888's: 1:50.639

Chris' best on RA-1's in 2007: 1:56.170 (November Saturday Main Race)

Chris' first weekend on R888's: 1:52.684

Weston's best on RA-1's in 2007: 1:53.879 (November)

Weston's best on RA-1's in 2008: 1:53.318 (Sunday Main Race)

Weston's first weekend on R888's: Making Chris cry! B)

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## Re:my PMP setup.

Posted by SvoChuck - 2008/03/20 16:17

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good data Weston ... I would give half of what Dirks did to the tires and half to just getting better at the track .

My data is bad because I changed my setup quite a bit. everyone else is improving.

bottom line the R888's are better.

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## Re:my PMP setup.

Posted by dmdirks - 2008/03/20 16:24

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Holy crap...you guys have a lot of time on your hands!

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## Re:my PMP setup.

Posted by Chris - 2008/03/20 16:31

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thats not exactly the best data for me considering my car is completely different in every aspect of the suspension and 100 lbs lighter.

last season was on stock blown shocks, 300lb fronts with a bad ball joint, bad bushings, really really bad brakes, and RA-1s with a gadjillion heat cycles. Id say the 888s are good for almost a second but not quite since i was also driving a much better line.

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## Re:my PMP setup.

Posted by dmdirks - 2008/03/20 20:15

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SvoChuck wrote:

good data Weston ... I would give half of what Dirks did to the tires and half to just getting better at the track .

My data is bad because I changed my setup quite a bit. everyone else is improving.

bottom line the R888's are better.

The tires did work a little better than the RA-1, however we were all making some good power that day- the density altitude around 1:30pm was < 4800ft.

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## Re:my PMP setup.

Posted by Weston - 2008/03/20 21:13

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dmdirks wrote:

Holy crap...you guys have a lot of time on your hands!

Nah... it only took me a few minutes to research it on MyLaps.com. I actually got a lot of work done today too. It wasn't anything like Monday, where we spent the afternoon decorating the office of vacationing co-worker. Now that took some time... :lol:

<http://i29.tinypic.com/15cdqu.jpg>

<http://i26.tinypic.com/iwt54z.jpg>

<http://i32.tinypic.com/2yzbw9j.jpg>

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## Re:my PMP setup.

Posted by loftygoals - 2008/04/10 18:22

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Here's my setup:

Front:

-3.5 Camber

3.0 Caster

0mm Toe

Rear

-2.5 Camber

.1mm Toe

I haven't done much testing with it, but I think it'll be a decent setup.

-bj

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## Re:my PMP setup.

Posted by SvoChuck - 2008/04/11 00:06

loftygoals wrote:  
Here's my setup:

Front:  
-3.5 Camber  
3.0 Caster  
0mm Toe

Rear  
-2.5 Camber  
.1mm Toe

I haven't done much testing with it, but I think it'll be a decent setup.

-bj

That looks like a good place to start. Will you run the same camber on both sides at Gateway ? I was thinking more right camber and less left ?

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## Re:my PMP setup.

Posted by joepaluch - 2008/04/11 07:56

Chuck,

Most of the Az races are at PIR using the combined oval and infield road course. Therefore we use turns 3 & 4 of the oval with 8 degree bank or something. None of run different camber setting on the one side of the car. Part of the reason for this that maximizing grip on the oval is not a primary concern. We are all flat out and accelerating or learning to that so we don't need more grip there. Where the cars need to work for us is in the infield and as such the cars respond best to normal alignment settings. I am not sure how the banking is taken at Gateway, but if it is easy flat out or only slightly difficult flat out optimizing the car for that may not provide the best overall gains.

When it comes to tire wear we do not suffer excessive wear due to oval at PIR, but we do see more wear on that side as you would expect from a long left turn. In end just swaping left and right side tires the next day evens up the wear quite well.

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## Re:my PMP setup.

Posted by 944cer - 2008/04/11 12:05

Thanks for the great info Joe. I'll get on an oval road coarse yet. Gateway next year or PIR! I think you guys are a lot warmer this time of year and a little closer than Gateway.

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## Re:my PMP setup.

Posted by SvoChuck - 2008/04/11 14:56

yea we need to schedule a trip down there when it gets cold here...

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**Re:my PMP setup.**

Posted by cullenwinter - 2008/04/11 17:47

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I'm in !!

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**Re:my PMP setup.**

Posted by norman#99 - 2008/04/12 15:28

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Funny, I just saw this post and a co-incidently just got a personal e-mail asking what I thought about setting a car up for a road course using a different set up left to right. Like Joe said, I don't think so.

There are several different alignments you can use and do well with, however, I think when it comes to the physics of a car, you might need to stick to the basics. This is not gospel, it's just what makes sense to me and seems to work for my driving style.

For me: When going in a straight line, it is important to have as close to four EQUAL contact patches with four equal weights on each contact patch as possible. Reason: Under threshold braking, the less equal those patches are, the more squirly you will become, thus loosing the greatest passing power a 135hp car can have, which happens to be braking!!! Somebody mentioned in a post awhile ago that their car was twichy under braking, there could be several reasons, just a couple might be (1)brakes (duh) (2)different cambers, toes etc..left to right (3) constantly loaded sway bar even when they shouldn't be (4)bad tires (5)and probably one of the most popular, a bad cross weight balance in your car. To corner balance properly, (a)with out your sway bars dis-connected and driving your car onto scales, not lifting and then dropping onto scale, but build ramps and drive the car up, the front right wheel weight plus the rear left wheel weight should equal the front left wheel weight plus the rear right wheel weight. Then reconnect the sway bars and make sure there is no load on them.

You can only be as smooth as your car will allow you to be and vise versa, so when transitioning from left turns to right turns, when inducing some drift and when really hard on the brakes....equal side to side I think is a good thing.

That would be so cool if you would all come to Phoenix and let us entertain you! Let's get through MMP and start working in that trip for the winter.

Cheers,

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