

Enduro Strategies

Posted by JRichard - 11 Oct 2009 11:47

We've got an three hour enduro comming up in November...I know its not the 24hs of LeMans but its going to take a pit stop and therefor some kind of pit strategy...

Haven't closed if it will involve a driver change yet, but what you guys have done in the past? (that worked...)

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Re:Enduro Strategies

Posted by JRichard - 13 Oct 2009 12:46

Ahha...

David that's what I was looking for! Anything else you had to do during pit? How did your tires hold up? How long did your pit take you?

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Re:Enduro Strategies

Posted by Big Dog - 13 Oct 2009 13:34

When Greg and I did an enduro at Infineon, we did the same thing and got a 5 minute penalty because we overfilled the tank after 1 3/4 hours by trying to put in 10 gals.

Last year, I only put in 5 gals for a 3 hour race and had most of it left in the car when I drained it after the race was over. So, Joe, the late cars will only need 5 gals. MAX and the early cars will need 8 or 10 gals.

Jim R., that fuel jug looks like a great item but it is \$60 plus shipping and I don't want to spend that much for once a year use. Do you have an early or late car. If you have an early car, you would need 2 of them.

One suggestion is to do something like Charlie suggests and test it. If it works, several teams can share one or two jugs by staggering when they pit. I have a radio so it is not a problem for me to adjust my pit stop around others. We should get set up to share fuelers and fire guys anyway so we don't all have to

have our own.

Big Dog

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Re:Enduro Strategies

Posted by AvantAddict - 13 Oct 2009 20:44

Our pit was a long stop, about 5 minutes, mostly because we weren't worried about our place, we just wanted the track time. We finished in third overall, mostly because the other cars broke and had more pit stops.

The tires we ran were my old 16 heat cycle R888's. The held up surprisingly well. For the entire three hours, we were able to run within about 2 seconds of the 944 Spec track record. By the time the enduro was over, the tread was gone, but we were amazed that the tires weren't corded.

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Re:Enduro Strategies

Posted by 944cer - 13 Oct 2009 23:55

RM 944 had a great turnout for that event and had a great time. Shane and I learned several things. One stop only, 1.5 hours wasn't that hard to do, plan the gas accordingly, we didn't use as much as we thought, don't over inflate the tires, we ran on old 12-16 HC 888's as well and just corded 2 of them.

Most of all though...it was a blast in car or in the pits!

Lee

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Re:Enduro Strategies

Posted by cbuzzetti - 19 Oct 2009 05:58

Jim those cans (Hunsaker) are the ones specifically outlawed by the NASA (WERC) enduro rules.

Note that they hold 6 gallons but are called 5 gallon.

They are a good gas can just not legal in WERC.

Tires should be fine, just make sure alignment is right to get even wear. Your pace should be a couple of seconds off of lap record for class. One off will negate many fast laps.

Drive consistent lap times. Install a lap timer in car and shoot for your pre-determined lap time.

Go get em'

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Re:Enduro Strategies

Posted by JRichard - 19 Oct 2009 06:46

Charlie,

Thanks for the heads up on the cans, I used to have one and loved it it NEVER leaked or spilled, wonder why it is specifically illegal, that's strange,.. Seems much safer to me than a modified jug but I'll go with the flow...

So let me get this straight...all I have to do is run consistent laps a second off record pace for three hours without f*ing up? Well hell that sounds easy! (cough cough hack...)

...well I'm working on a goal more like oh I don't know ... FINISHING?!...

But thatnks for the advice, I'm going to try and burn down my best set of 888s (14 hc) and dial in a little more camber I'm still running the miller settings...

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