

my PMP setup.

Posted by SvoChuck - 17 Mar 2008 01:17

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 !

=====

Re:my PMP setup.

Posted by SvoChuck - 10 Apr 2008 16:06

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 ?

=====

Re:my PMP setup.

Posted by joepaluch - 10 Apr 2008 23:56

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 settigns. I am not sure how the banking is taken at Gateway, but if it is easy flat our or only slightly difficult flat out optimzing 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.

=====

Re:my PMP setup.

Posted by 944cer - 11 Apr 2008 04:05

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.

=====

Re:my PMP setup.

Posted by SvoChuck - 11 Apr 2008 06:56

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

=====

Re:my PMP setup.

Posted by cullenwinter - 11 Apr 2008 09:47

I'm in !!

=====

Re:my PMP setup.

Posted by norman#99 - 12 Apr 2008 07:28

Funny, I just saw this post and a co-incidentally 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 twitchy 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,

=====