

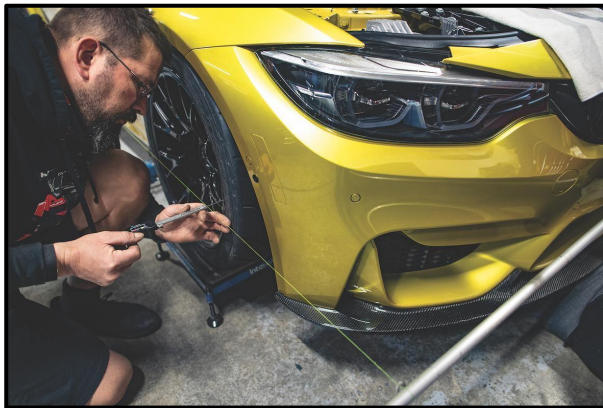
RRS Newsletter

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WHY NOT GO THE EXTRA MILE?

That's the approach Robinson Restoration and Service feels is such an important part of what we're about.

“TRACK CARS” - IT STARTS WITH TIRE PRESSURE.....



If only it were that easy! The topic of making a vehicle handle well is very deep. As many factors, and components, are involved in the final conclusion, it boggles the mind.

Though we've developed and adjusted a lot of cars in the effort to make them handle better, we've never had to approach the subject from a blank sheet a paper.

Having enough years spent in the business has given me a lot of experience to call back from but, to explain the topic from a whole (completely) new car was a daunting task. So, we asked Vice President and Chief development driver Vince LaViolette for Shelby American how he addresses making an all new platform “dial-in”.



A 40-minute conversation ensued and we both concluded the same thing “this is (enough?) not a topic for beginners.”. It started out easy enough, get the corner weights, that'll permit you to start with a basic spring rate. Of course, this effects the shocks which are impacted by the wheel and tire combination, which then affects the ride height and alignment. This still left roll-center and roll-rates to be calculated to which we would then decide on basic anti-roll bars (sway bars) lever lengths and starting points.

Additional Consideration:

Where To Begin? Chassis setup can be broken into two categories: balance and wheel positions.

Vehicle Balance: The race car's balance, which determines how the car rotates and maintains traction through turns, is driver-dependent ranging from loose (oversteer) to tight (understeer).

Dynamic VS. Static Balance: Traditional setup procedures measure the vehicle's balance on wheel scales at ride height (natural relaxed position of the suspension).

Another Option: Measure the vehicle's balance in a loaded state, like it would be on the track.

Though we both wanted to generate a guide a person could start with, it soon became obvious that the best way to learn would be to hire a professional driver, spend time in the shop setting up the base line, then rent a day at the track.



Tracey, at Robinson Restoration & Service can help you get started. We hate it, but there's just not a faster, cheaper more certain way to get a solid base ground-zero set up. From there you can adjust it, learn and finally tune your car to your liking and skill level.

**Join us on the
"Robinson Restoration & Service"
YouTube Channel for the rest of the story.**



**For The Robinson Restoration & Service Approach,
simply go to our Website:**

<https://www.rrstexasusa.com> | <https://www.rrstexas.com>

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**We're passionate about Classic, Antique, Collector, Historical
& Vintage Car Restoration & Service**

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