



## Your Car is Talking, Are you Listening?

As you progress in this sport, you will learn that your car can and will tell you many things about its health while on the track. The key thing for you to learn is to listen to your car and heed its warnings. The harder you drive, the more demands you put on your car, all of which will take a toll over time. Not all failures will provide a warning however, many mechanical issues will let you know before it is too late. Paying attention to and acting on these warnings **before** a total failure is the key to your safety, as well as your fellow drivers. Trying to squeeze in that one last session of the day and ignoring your car's warnings can lead to many serious issues.

### Some typical things to pay attention to:

- Unusual noise from anywhere in the car.
  - May be constant as in a part going bad and/or one time as when something breaks.
- Unusual vibrations in the car.
  - Many times, your steering wheel will provide the first hint of vibrations.
  - Pay attention to when and where it occurs as it could be sporadic. This information can help point you in the right direction when searching for the problem. I.e.: right hand turn vibration can be a left wheel bearing.
- Changes in handling characteristics.
  - Can be normal as a result of tire wear, track condition changes etc. but should be noted.
    - These are usually gradual changes. It is the sudden changes you should really take note of.
    - Experienced drivers will learn to recognize these changes for what they are and should act accordingly.
- Changes in gauge readings.
  - Sudden changes in coolant and/or oil temperatures etc.
  - Maximum / Minimum readings.
- Obvious power changes / reduction.

**RAFT**

### Some things you just have to find:

It may have happened during the end of the last session on 6-6-09. I did not feel it at all but found it during a routine, after event check.



Two things to help prevent this although over time, they will crack regardless of what you do.

1. Use your cool down lap wisely, stay off the brakes as much as possible to dissipate as much heat as possible.
2. DO NOT set the parking brake when you stop in the paddock area.

Make it a point to give your car a very good inspection before and after each event. You will be glad you did.



# The —Black —Crack —Report



The addiction you don't want to fight

# FORGELINE

## 10/10ths Motorsports and Forgeline Wheels



I am very happy to announce that Forgeline is now a major sponsor of 10/10ths Motorsports. As a result, our drivers will see many new features at our events and will enjoy up to a 20% discount on racing wheels.

Forgeline experts will be at selected events in order to provide technical training sessions, perform wheel inspections and much more. Forgeline builds the best racing wheel in the business and can provide you with a lot of track day information about your wheels.

We will announce in advance which events will be attended by Forgeline members as part of the registration process. You will however, always have the ability to contact us at any time in order to discuss your wheel needs and/or questions.

You will soon see a new set of Forgeline ZX3R wheels on the 10/10ths track car. Feel free to stop by the paddock to check them out.



### Forgeline Wheels

The OFFICIAL WHEEL of  
10/10ths Motorsports

## 10/10ths “Tech Corner”

Brakes !!!! There are many manufacturers and many compounds to choose from. The best choice for you depends on your level of driving and the set up of your car. Below is an explanation of the HAWK brake compounds. Similar information is available for other manufacturers on line.

Below are the available compounds for Hawk Performance brake pads:

<b>DTC-70</b>	Extremely high torque with aggressive controllable initial bite. Superior release and torque control characteristics. Brake pads designed for cars with high deceleration rates with or without down force.
<b>DTC-60</b>	High torque with less initial bite than DTC 70. Superior release and torque control characteristics. Brake pads designed for cars with high deceleration rates with or without down force. Recommended for use with DTC-70 when split friction between front and rear axle is desired.
<b>DTC-30</b>	Brake pads designed Specifically for Dirt Circle Track applications. Uniquely controllable torque with smooth consistent feel and bite. Superior Release and torque control characteristics.
<b>DTC-05</b>	Developed specifically to meet the demands of lower torque Dirt Track Racing. This friction formulation provides very controllable, higher temperature performance as compared to stock pads.
<b>HT-10</b>	Intermediate to high torque with a smooth initial bite. Very consistent pedal feel. Excellent modulation and release characteristics.
<b>Blue 9012</b>	Medium/High torque and temperature compound with excellent brake modulation. #1 selling brake pad material for SCCA.
<b>Blue MT4</b>	Medium/High torque and temperature compound with Medium/High initial bite. Brake pads designed for circle track cars under 2800 lbs without high deceleration rates.
<b>Black</b>	Medium torque and temperature compound designed to be a good, all-purpose low- cost racing brake pad.
<b>DR 97</b>	Excellent static and dynamic coefficient of friction. Smooth linear torque. Low pad and rotor wear. Brake pads specifically designed for use in drag racing applications.



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**What about brake bias, front to back?** Brake Bias is simply how the total braking force is distributed between the front and rear tires. Remember that as you brake, there is a great deal of weight being transferred to the front tires, giving them more braking potential than the rear. If you have a brake bias of 50/50 front/rear, your rear tires will tend to lock up before the front, potentially causing a spin and especially if you are in a turn. This very principle however, is how many racers quickly rotate their cars for quicker acceleration into a turn. This is a complicated subject and you should consult someone who really knows brakes to help with your setup. Brake bias can be achieved by altering the type of calipers you are running and/or by the type of brake pad material. It may take some on course testing to get the brake bias setup that works for you.

## 10/10ths Has Added 2 Events to the 2009 Calander !!

In order to provide you as much track time as possible and in keeping with the 10/10ths business plan, I am happy to announce we have added 2 additional events to our 2009 schedule.

- 1. Saturday 9-19-09 at Putnam Park.**
  - a. Format and schedule to be announced.*
- 2. Mon/Tue 9-28/29-09 at Virginia International Raceway (full course)**
  - a. I am very excited about going to this great track. I am sure it will be a very exciting event and we will be back at VIR in 2010 and thereafter for at least 1 or 2 events per year.*

**Some Photos from our 6-6-09 Event. THANK YOU to all the drivers and guests for a very successful day at the track.**



Thanks Again to everyone that came out and enjoyed the day.