



The —Black —Crack —Report



The addiction you don't want to fight

Issue 15, April 2010

Upcoming Events

Our Next 2 Events :

- Putnam Park May 8th & 9th (Sat / Sun)
- Autobahn June 19th & 20th (Sat / Sun)

Check out the 10/10ths Motorsports Face book Page

Registration for both events is open at www.1010thsmotorsports.com

The 10/10ths Website.

I had previously sent out an email about the 10/10ths Website being down along with some potential problems in recovering it. Thanks to some of the great 10/10ths Drivers and specifically one of our instructors, James Ackerman, I got the information and help I needed to avoid a total loss of data and get the site back up and running. I was even able to update the look of the site. *This was NOT a security issue so no data was taken etc. This was an administrative issue that caused the site to be taken off line. There is no driver personal information etc. stored on the site at any time.*



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I received a number of emails offering help and even some website hosting. A real tribute to the type of drivers that 10/10ths has the privilege of providing track time to. **Thank You !!!!!!!**

Recent Event Photos. (VIR and Putnam Park)





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Trailing Tips. *(Lessons Learned)*

Being dedicated to safety at the track for all the 10/10ths Drivers, as well as myself, I am embarrassed to tell you that I found a trailer wheel lug nut ready to fall off and many of the others very loose on my trailer. You think I would have checked this as part of my routine maintenance and safety checks, but I did not. I put all the focus on the race car and simply did not think to check my trailer the way I should. My thinking was, it is only a year old, everything should be fine. WRONG !!

I am fortunate that I discovered this before something bad happened, but only because of a total tire failure suffered by another 10/10ths driver on the way to Putnam. When we found a couple loose lug nuts on his wheels. I thought I better check mine. I am telling on myself only to help prevent others from having the same problem. I must also tell you that my spare tire was in my garage at the 10/10ths shop. A lot of good it would have done me if needed.

On a good note, a couple of us had just purchased a ramp made specifically for changing trailer tires and it worked very well. This kept us from having to unload the car to jack up the trailer. We tried this on another drivers trailer on the way to VIR and it would not have worked without taking the car out. We also put out reflective safety triangles behind the 2nd trailer to warn oncoming highway traffic that we were having problems. I would recommend everyone invest in these low cost safety items. Lucky for us, the blown tire was on the side of the road away from traffic. I almost could not believe it, but as Nick and I were behind the trailer, watching the tire come apart and flying all over the place, the driver had no idea and could not feel it in his tow vehicle at all. Only because we were behind him and had portable radios in each vehicle, did he even know it had happened.



Some Trailing Safety

Take time to practice before driving on main roads and never allow anyone to ride in or on the trailer. Before you leave, remember to check routes and restrictions on bridges and tunnels. Consider the following safety tips each time you drive with a trailer.

General Handling

- Use the driving gear that the manufacturer recommends for towing.
- Drive at moderate speeds. This will place less strain on your tow vehicle and trailer. Trailer instability (sway) is more likely to occur as speed increases.
- Avoid sudden stops and starts that can cause skidding, sliding, or jackknifing.
- Avoid sudden steering maneuvers that might create sway or undue side force on the trailer.
- Slow down when traveling over bumpy roads, railroad crossings, and ditches.
- Make wider turns at curves and corners. Because your trailer's wheels are closer to the inside of a turn than the wheels of your tow vehicle, they are more likely to hit or ride up over curbs.
- To control swaying caused by air pressure changes and wind buffeting when larger vehicles pass from either direction, release the accelerator pedal to slow down and keep a firm grip on the steering wheel.

Braking

- Allow considerably more distance for stopping.
- If you have an electric trailer brake controller and excessive sway occurs, activate the trailer brake controller by hand. Do not attempt to control trailer sway by applying the tow vehicle brakes; this will generally make the sway worse.
- Always anticipate the need to slow down. To reduce speed, shift to a lower gear and press the brakes lightly.

Acceleration and Passing

- When passing a slower vehicle or changing lanes, signal well in advance and make sure you allow extra distance to clear the vehicle before you pull back into the lane.
- Pass on level terrain with plenty of clearance. Avoid passing on steep upgrades or downgrades.
- If necessary, downshift for improved acceleration or speed maintenance.
- When passing on narrow roads, be careful not to go onto a soft shoulder. This could cause your trailer to jackknife or go out of control.



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Downgrades and Upgrades

- Downshift to assist with braking on downgrades and to add power for climbing hills.
- On long downgrades, apply brakes at intervals to keep speed in check. Never leave brakes on for extended periods of time or they may overheat.
- Some tow vehicles have specifically calibrated transmission tow-modes. Be sure to use the tow-mode recommended by the manufacturer.

Backing Up

- Put your hand at the bottom of the steering wheel. To turn left, move your hand left. To turn right, move your hand right. Back up slowly. Because mirrors cannot provide all of the visibility you may need when backing up, have someone outside at the rear of the trailer to guide you, whenever possible.
- Use slight movements of the steering wheel to adjust direction. Exaggerated movements will cause greater movement of the trailer. If you have difficulty, pull forward and realign the tow vehicle and trailer and start again.

Parking

- Try to avoid parking on grades. If possible, have someone outside to guide you as you park. Once stopped, but before shifting into Park, have someone place blocks on the downhill side of the trailer wheels. Apply the parking brake, shift into Park, and then remove your foot from the brake pedal. Following this parking sequence is important to make sure your vehicle does not become locked in Park because of extra load on the transmission. For manual transmissions, apply the parking brake and then turn the vehicle off in either first or reverse gear.
- When uncoupling a trailer, place blocks at the front and rear of the trailer tires to ensure that the trailer does not roll away when the coupling is released.
- An unbalanced load may cause the tongue to suddenly rotate upward; therefore, before un-coupling, place jack stands under the rear of the trailer to prevent injury.

Some key Terms

The type of tow vehicle that will work best for you depends on the total weight of the car being hauled, the trailer, and any cargo, as well as the type of terrain you will be covering. Typically, manufacturers' tow vehicle ratings specify the trailer tongue weight, as well as the weight of the combined and fully loaded weights at which a tow vehicle can safely tow a trailer. These ratings are usually the maximum allowable weights. Some of the terms you will find are:

- **Gross Vehicle Weight Rating (GVWR):** Weight for a fully loaded vehicle itself.
- **Towing Capacity:** Weight a vehicle can tow. This can depend on the vehicle's equipment and type of hitch used.
- **Gross Combination Weight Rating (GCWR):** Combined weight of the tow vehicle, trailer, passengers, equipment, fuel, and so on that the vehicle can handle.
- **Gross Axle Weight Rating (GAWR):** Weight a single axle can handle.
- **Tongue Weight:** The weight of the trailer on the trailer hitch. Not enough tongue weight can cause the trailer to sway, while too much can cause reduced steering response. This is where a weight distributing hitch can help by transferring weight more evenly on both axles of the tow vehicle.

Trailers also have a Gross Vehicle Weight Rating for the weight of the trailer and its contents, and a Gross Axle Weight Rating for the rating of its axles.

I am challenging everyone to take a very good look at your trailer and check every aspect of it today.

- Tires / Tire Pressure
- Wheel bearings
- Torque your lug nuts
- Check emergency brake battery and connections.
- Check the tow chains
- Check all lights
- Hitch and hitch pins
- Tie downs



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10/10ths 2010 Schedule

This is our remaining 2010 schedule. I hope to see you at the track soon.

- | | | |
|----------------------|---|--------------------|
| • <u>Putnam Park</u> | <u>May 8th & 9th</u> | <u>(Sat / Sun)</u> |
| • <u>Autobahn</u> | <u>June 19th & 20th</u> | <u>(Sat / Sun)</u> |
| • <u>Putnam Park</u> | <u>Aug 28th & 29th</u> | <u>(Sat / Sun)</u> |
| • <u>Putnam Park</u> | <u>Oct 23rd & 24th</u> | <u>(Sat / Sun)</u> |

Registration is OPEN for all these events on the 10/10ths webpage at:

http://www.1010thsmotorsports.com/2010_Schedules.html

We will be running the same 3 group format with:

- Novice
- Intermediate
- Advanced

Check Out the New 10/10ths Hat



The new 10/10ths Hat is in stock and available. This one size fits all hat is made with some great stitching and simply looks fantastic. You can find it on the 10/10ths website along with our cool T-Shirts.



2010 10/10ths Alumni Program

I have extended the deadline to sign up as a 10/10ths Alumni. It is a great way to save a few \$\$ if you plan to do two or more events or even a single 2 day event by receiving 10% off all registration fees. You can register as a 10/10ths Alumni at: .

http://www.1010thsmotorsports.com/2009_Savings.html



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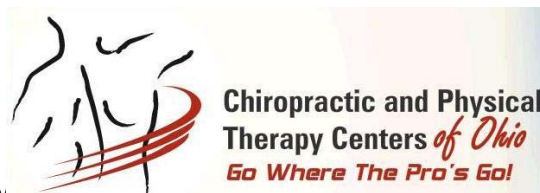
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