

CHASE'N RACE'N

ILLUSTRATED

A Publication of P&R Photos

www.chasenracen.com

Vol. 6 Iss. II

December '10

\$5

Chase'n Race'n Illustrated Pro Kart Tour LA Motorsports' Knopf and Hinson Cash In !!



Cajun Indoor Nationals
Lamar-Dixon Center
Gonzales, LA

Pierce Shoot-Out
Causeville Speedway
Causeville, MS

Grass Roots
TECH BARN

P&R Photos

Plus a whole lot more!!!

GRASS ROOTS

TECH BARN

with: Jimmy Rivers

WHAT PERCENTAGE DO YOU FALL IN...?

In last month's installment of the "Grassroots Tech Barn," we got our scale platform properly set up and ac-



curately leveled. This month we are going to continue on this idea and get our chassis on the scales. Proper scaling techniques will be explained as well as uncovering how the actual percentages we work with are calculated.

As stated above, we have our scales set out and leveled. Double check the wheelbase and tread width compared to the spacing of the scale pads. The ideal setup will place each tire in the center of each scale pad. According to one major scale manufacturer, the load cells will yield accu-



rate weight regardless of tire placement. However, I have a better peace of mind centering the tire on the pad. If you are using a bathroom scale, centered up is an absolute necessity. Placing a corner of the kart close to an edge leaves

little room for the kart to move before it falls off the pad. This is just another reason why it is a good practice to take the needed time to do a quality job setting up the scales.

Load the kart onto the scale pads and hold in position while the driver gets seated. It is imperative to scale the kart in an "as raced" position. Full of fuel, proper stagger, and air pressure are all necessary if we expect to get an accurate reading. Have the driver wear their helmet, and jacket as well, especially if it's a leather driving jacket as



these weigh several pounds by themselves. Square up the chassis and set the toe using one of our previous installments as a guide, and we are ready to get rolling.

Before adjusting the kart to obtain your desired percentages, adjust the camber. Improper camber settings will affect the cross-weight. Deeper into our setup, we will verify camber settings remain as we desire, as other adjust-



ments will change the setting.

To alter your percentages for front or left side weight, you will have to add weights, or shift something of



Left side total- 170#

170 divided by 315= .539 or 53.9%

Front Total - 150#

150 divided by 315= .476 or 47.6%

Scales are an invaluable tool in today's world of kart racing. With the difference between the front row and the back row getting closer all the time, we racers cannot take anything for granted. Take the time to do the job right and check and double check your work as well as your math. The result may be worth every minute. See you next month!



weight to make a change. Shifting the seat or moving the engine will result in a change. Changing spindle height, or adjusting the height of the rear axle will change the cross weight. When making changes, always go over each percentage again to ensure the result you are looking for.

Some digital scale systems display all the individual wheel weights as well as the percentages for left side, nose weight, and cross weight. Other models require the selection of the two front pads for front percentage, the two left pads for left percentage, and so on. For the racers using bathroom scales, the way the scales calculate the per-



centages is quite easy. Simply add all four wheel weights together to get the total weight. Then, add the weights of the two wheels you need the percentage for, and divide that number by the total weight. Take the result and move the decimal two places to the right and you have your percentage.

Example: LF-70#
 LR-100#
 RF- 80#
 RR-65#
 Total for all four- 315#

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