

LAZER TECH BULLETIN

Bernheisel Race Components



To Our Valued Customers,

In an effort to improve our communication with you and thus improve your racing program we will periodically provide tech bulletins. These bulletins should address some of your most frequently asked questions. As always you are welcome to call our tech-line @ 717-865-6691 or e-mail us at lazerchassis@comcast.net

Thank You and Good Luck !

- Jim Bernheisel -

FORWARD BITE

At this time of year some of the most common tech calls we receive revolve around forward bite, or the lack there of. This is a common issue because by mid summer the race tracks are generally drier and slicker, Due to hot weather, bright sunshine, season long abuse, longer daylight hours, etc...

To help in this regard remember the following:

- CORNER EXIT**, (traction) Begins with corner entry. If your corner entry is improper it will adversely effect your corner exit. Fix Entry First !!
- OVER TIGHTENING**, A car for a slick track can very easily make traction worse. If you begin to reaccelerate and the car is too tight you must break traction to turn the car, This is done by tagging the brake pedal, flicking the steering wheel, burping the throttle, or worse, all the above. No matter how subtly you try to do

this if the track is slick and you break traction to make the car turn virtually all forward drive is lost.

- ENGINE COMBINATION**, Can not be taken out of the equation. An engine that has too much torque can easily break traction when attempting to throttle up. Also an inconsistent engine can wreak havoc. If the engine stumbles when gassing up the driver can't possibly be smooth or consistent.
- ADJUSTMENTS**, Must be made to the car. It is very common for a driver to tune his car to free it up early in the year when it's cool and damp. As summer moves in the first thing to do is undo those adjustments.
- REMEMBER**, Everybody is having traction problems. The guy who is fast is just having less problems. A little improvement goes a long way on a slick track. Smooth driver inputs are a must! Smoothness with the brake pedal, steering wheel, and gas pedal will always beat erratic inputs.

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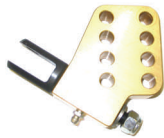
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WE ARE ON THE WEB
AT BRC@LAZER3.COM



GAS SHOCK GAUGE

For those of you running gas shocks, We have available a new liquid filled fill gauge. It is much more accurate and reliable than the other gauges we have seen. It will go up to 160# and will work with any brand gas shocks. The gauge is part # 3900 and cost is \$ 132.00



BIRD CAGE SWIVEL MOUNTS

In some conditions with a lot of hike in the car, shock bind can occur in the Left Rear. This problem can lead to bent shocks, broken brackets, and erratic handling. To remedy this situation we have in stock a swivel type self aligning bracket assembly. On the left rear behind it can be run lower on the birdcage to improve wheel loading on indexing which can help traction. On the left rear in front the multiple mounting holes give a much wider range of adjustment for more precise tuning. The clevis mount will bolt to our existing birdcages with no modifications. It is part # 3750 and cost is \$ 67.20. We recommend two for your left rear bird cage.

GENESIS SHOCKS

We have recently acquired a Genesis Shock Distributorship. This will give you an alternative to the AFCO brand which we have used for years. Both brands will now be available on all Lazer Chassis. The G-1 shocks are in stock and ready for immediate delivery. As a bonus we are offering a special introductory price on a set of 5 shocks w/extensions and hardware valved for a Lazer Chassis. Regular price \$1,832.71 Special offer price \$ 1,281.35. Limited time on this offer

SPRING BIND

The continuing trend of running very soft right front springs often brings about a coil bind situation. Coil binding occurs when a springs coils bang into each other. This can radically upset the handling and drivability of your racecar. To combat this problem we now stock the Intergra“MX” coil over spring in a 12” from 300# up to 400# in 25# increments. This unique racing spring will give you up to 1 1/4” more travel before coil bind. We highly recommend you upgrade your right front springs to “MX”’s

2008 CHASSIS UPDATES

The ‘08 Lazer Chassis are being built right now. They feature a Raised right side frame rail for more ground clearance and a 1” taller cage for driver comfort and safety as well as other innovations. As always all components from an older car will transfer to a new car saving you time and money. Due to increasing raw materials costs there was a slight price increase on August 1st ,2007. As a thank you to our current chassis customers we are offering last years pricing on Chassis, Chassis w/ Body, and rollers. You save \$300.,\$500, and \$1000 respectively. To get this discount you must give us a minimum \$500 deposit by October 1st 2007. We can schedule delivery of you new car anytime from October ‘07 to April ‘08

