

## The Art of Road Racing: Race Craft Clinic

Posted by JuanP - 16 Nov 2010 15:19

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Hi 944 Racers!

I want to let you know about a race craft clinic that we are putting on at Thunderhill in January. This is the third year that we have done this, and it's a great time for student and instructor alike. It's a community event to develop your class, and we'd love to get some 944 students and instructors participate. Please visit our web site for full info:

[www.ArtOfRoadRacing.com](http://www.ArtOfRoadRacing.com)

Or Email me.

Thanks!

Juan Pineda

SM #34, San Francisco

This e-mail address is being protected from spambots. You need JavaScript enabled to view it

The Art of Road Racing

Race Craft Clinic

Thunderhill - 30 Jan 2011

Dedicated to the Art of Road Racing, our focus is on race craft: driving in close proximity, off-line, and passing under braking. While pace is necessary, it's these battle skills that distinguish the successful road racer. Three run groups:

A. Introduction to race craft

B. Developing your race craft

C. Open/guided test

Perfect for the beginning racer seeking a rookie license, through the experienced racer seeking a first podium. Great preparation for the SCCA licensing school in March.

\* 2+ hours on track with instructor

\* Classroom lectures by Dean Thomas

\* Program by Juan Pineda

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## Re: The Art of Road Racing: Race Craft Clinic

Posted by rlofgren - 12 Feb 2011 20:36

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that thing is commonly called the ball joint. i too have standard bolts on the right front of my silver car for the ball joint. when i took it apart, i lost the original bolts and OSH didn't have the metric versions so i drilled the holes out slightly to accomodate the standard bolts. I had plenty of steel control arms lying around, but that ball joint is riveted in originally.

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## Re: The Art of Road Racing: Race Craft Clinic

Posted by Salanis42 - 12 Feb 2011 21:28

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"Ball Joint", d'uh.

I hope I'm at least correct in assuming that standard bolts mean that they have been replaced. I'm not

sure if I should replace all 6, or just the missing one. I will at least get washers, lock washers, and loctite for all of them. Any particular material for bolts I should look for? I presume steel as opposed to aluminum. Sounds like hardware store quality is appropriate then. I was a bit surprised to see a location that I'd imagine sees a lot of force was attached by three fairly small bolts.

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## Re: The Art of Road Racing: Race Craft Clinic

Posted by JB3 - 13 Feb 2011 08:23

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### Salanis42 wrote:

&quot;Ball Joint&quot;;, d'uh.

I hope I'm at least correct in assuming that standard bolts mean that they have been replaced. I'm not sure if I should replace all 6, or just the missing one. I will at least get washers, lock washers, and loctite for all of them. Any particular material for bolts I should look for? I presume steel as opposed to aluminum. Sounds like hardware store quality is appropriate then. I was a bit surprised to see a location that I'd imagine sees a lot of force was attached by three fairly small bolts.

Agreed, I've had the same thought, does look magical. From memory the factory does spec 10.9 hardware; but none of the kits I've ever purchased actually had that. The standard 8.8 seems to work. Well to remember, that joint carries no weight and the bolts are strictly in shear. If using SAE hardware do use Grade 8.

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## Re: The Art of Road Racing: Race Craft Clinic

Posted by rd7839 - 13 Feb 2011 10:29

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When I bought new control arms and ball joints I bought grade 8 bolts and nylock nuts for them. They cost just a few bucks and make me feel more secure, although one did come loose.

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## Re: The Art of Road Racing: Race Craft Clinic

Posted by rlofgren - 13 Feb 2011 12:37

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the thing i noticed with those bolts is that they fit very tight in the holes. There is much less slop than in a normal application. I suppose that's so the tightness of the nuts isn't really what stops it from moving around, but the bolt's tight fit in the holes.

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