

HUBS MAKE THE CORVETTE WORLD GO AROUND

As some members may be already aware, the new ZR1 is taking advantage of new manufacturing technology. One of the key areas where advanced design is available is in the wheel hubs. **SKF** a world leader in bearing manufacturing is the exclusive OEM supplier for the hubs on the ZR1.

The good news is **SKF** is now producing heavy-duty hubs for the C5 and C6 using this same technology. The new bearing design offers the most durable, high strength performance bearing available anywhere. The flange width is thicker with improved stress relief, run out is < 10 microns. The SKF Asymmetric – roll formed design provides for better stopping, as pad push back is reduced, resulting in quicker brake response and shorter stopping distances. The new hub can sustain loadings of 1.2 g.

As many members are in competition on a regular basis, our cars experience heavy cornering loads that are exaggerated by the wide sticky tires we use. Full lock turns in an AutoX can put as much loading on a bearing as the high-speed runs made on the racetrack. C5's have been around now for 12 years and although we all take care of and maintain our pride and joys, there is no maintenance that can be done on the hubs. If you don't check them and they go bad, you find out the hard way. That's why we tech the hubs before events. One thing that we can't tech, however, is the fatigue in the flange of the bearing. I have had two flanges crack completely off over the past two seasons. Analysis showed that the crack existed internal to the flange for a period of time before letting go. The first went in turn 3 at Gingerman, the second at turn 6 at Waterford. I was lucky in both cases there was no one to my outside or any concrete to hit, as the ability to control the car comes to a halt and you go along for the ride. When it goes bad count on new pads, maybe the caliper (that's all that will keep the wheel from leaving the car) a rotor and maybe a rim and any subsequent body damage as a result of an impact stop. (By the way the second bearing was a DELCO replacement that had less than 360 competition miles on it when it let go.)

My point here is to alert members that the bearings take a lot of abuse and there is nothing we can do to minimize, or prevent wear out. The key is to evaluate how you are using your car and make a sound determination on the possibility of bearing life failure. High miles cars being driven on the track or Auto-xed are expecting a lot out of a bearing. Even lower miles cars that run a lot at events can consider the bearing as potential spots for problems. One way to help, is keep your lug nuts tight to spec.

So knowing this, What to do?

As a special offer to members, I now have available for a limited time, special pricing for the same advanced technology bearings for the C5 and C6. These SKF bearings are going on the web for \$449.99 ea. or a set for \$1599.99. Some had early specials of \$380.

However, Until the end of SEPT, I have buy in pricing at \$300.00 each. Including shipping. After that the price will be \$350.00 plus shipping. Still cheaper than anywhere else. But a set for \$1200.00 is a great deal. If you are interested, go to my web site and select CCM PROMO for special buy in pricing. Orders can be made at WWW.directmotorsportsad.com under the SKF tab. Paypal is available. If you want to find out more, do an independent check on the web. There are lots of discussions and information on the subject.

Drive Safe and have fun doing it,
Jim Bambard
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