



#TechTipTuesday

Lingo 101

I often take it for granted that most customers know what I mean by tight, loose, push, free, etc. However, that isn't always the case - especially to someone new to the sport. So, let's cover some of this racing "lingo" and give a better understanding of what these terms actually mean.

Tight - Probably the most used term in karting and is often confused as to what it is. There's actually a couple different tight conditions you can run into...

RR Tight - This is when the RR is being overworked. Rolling resistance goes up slowing the kart, especially center-off. Normal symptoms: motor will bog, motor temps increase, kart won't accelerate off corner.

LR Tight - This is when the LR is being overworked. Normal symptoms: kart won't accelerate off the corner, kart will drive anywhere, motor doesn't get hot nor bog, no speed. Push? Folks sometimes describe a tight kart as a push... but that is not the case

Push (understeer) - Occurs when the front of the kart cannot make enough grip/bite to keep the front of the kart from sliding up the track. This is normally because the rear tires are overworking the fronts.

Loose (oversteer) - Occurs when the rear of the kart cannot make enough grip/bite to keep the rear of the kart from sliding up the track. Front tires are overworking the rears.

Free - Not the same as loose. It's when the kart generates its lowest amount of rolling resistance, while still producing enough grip/bite to provide maximum acceleration off the corner. This is really what you're aiming for every time you hit the track!

Flat - When the kart isn't sliding anywhere but isn't making speed either. The kart is just making consistent, slow laps.

CG (center of gravity) and VCG (vertical center of gravity) - CG is the point on the chassis where if you could push up on it, the entire kart would lift and not tip in any direction. The VCG is the vertical distance above the ground where the center of gravity is located.

Bite - Meaning the amount of grip present. Can refer to the amount of grip in the track, tires, or the kart. Can also refer to the amount of grip any one particular or combination of tires may produce. No matter what, it ultimately describes the lateral or driving force the tire can produce.

Sidebite - How much grip the RF and RR can make or are making.