

## Thanks for the torsion bars, now stay behind me!

Posted by 944Racer72 - 18 Apr 2011 07:05

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Thunderhill this weekend turned out to be an interesting one for me. When I rolled the car out of the trailer, it was sitting on the right rear wheel. After jacking it up, it was clear I had zero spring rate on the right rear. Hmm, it had a spring when it went on the trailer.

After disassembly, I found I had broken a torsion bar clean in half. I'll post a picture later but it looks like corrosion started it.

Ron Dale is the man! I called everybody and finally got a hold of Ron who turned back to home 45 minutes out and fought traffic half the night to bring me a stock set of bars. On top of that, he refused to accept anything, even gas money, for the effort. I got everything buttoned up Saturday morning with Jerry's help and made Sat qualifying. Handling was...interesting...but at least I got a weekend.

Thanks to Rick's blown engine (sorry Rick) and a great jump on the start, I managed a win Sunday with Ron on my bumper looking at his torsion bars the whole way.

This is what our racing is all about. Thanks everyone, especially Ron and Kim for going above and beyond to bring the bars.

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## Re: Thanks for the torsion bars, now stay behind me!

Posted by 944Racer72 - 23 Apr 2011 09:14

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Yes, I had to remove the torsion tube, trailing arms etc. Not a fun job at the track (or anywhere else) but it is all nuts and bolts. Fortunately I carry my roll-away tool boxes in the trailer so I had all my tools. The lucky part was guessing on ride height for stock bars. If I had gotten it wrong, I would have packed it up for the weekend because I wasn't about to re-index.

The larger section of broken bar was in the tube and the smaller part was in the spring plate. Both came right out.

I had my materials engineer at work take a look at the bar and he found something I had missed on initial inspection. There is a radial crack from center that extends the length of the longer section of bar all the way to the failure. He thinks it may be a quench crack from heat treatment at manufacturing and

the rust got into the crack over time and finally caused complete failure.

To say a good word about Sway-Away, they did give me a significant discount on a new set of bars even though mine were 2+ years old and used in a race car (1 year warranty and void if used in racing is the policy).

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