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## Corner Response Time

### *Little Bits Here & There Can Add Up*

Mrs. EPS collects pennies. Sounded rinky dink to me. Then she cashed them in and got over \$10. So, we applied that philosophy to our vehicle development. A .1 second improvement in time out of one corner doesn't sound like much. That's about what we figure our EPS mini annular carburetor does for a race car. Let's expand on that. We will use RMVR running at Pueblo, Colorado. There are 10 corners. A run session is 20 minutes. For the best of our type cars, that is over 11 laps. The max speed is about 140 mph. The best average speed is 77 mph for our type car. So that is 1 second per lap times 11 laps, or 11 seconds total per session. At 77 mph over a 2.2 mile track that is an improvement of 1,250 feet per session. Now if we figure 15 feet per Mustang

length, that is just over 83 car lengths.

That's most of the front straight, and that includes the lean, as shown at right.

It's OK to lean if you are fast.

Now, how about that?



And, that's not figuring more horse power due to proper carburetor jetting out of the mini annular carburetor, just quicker response.

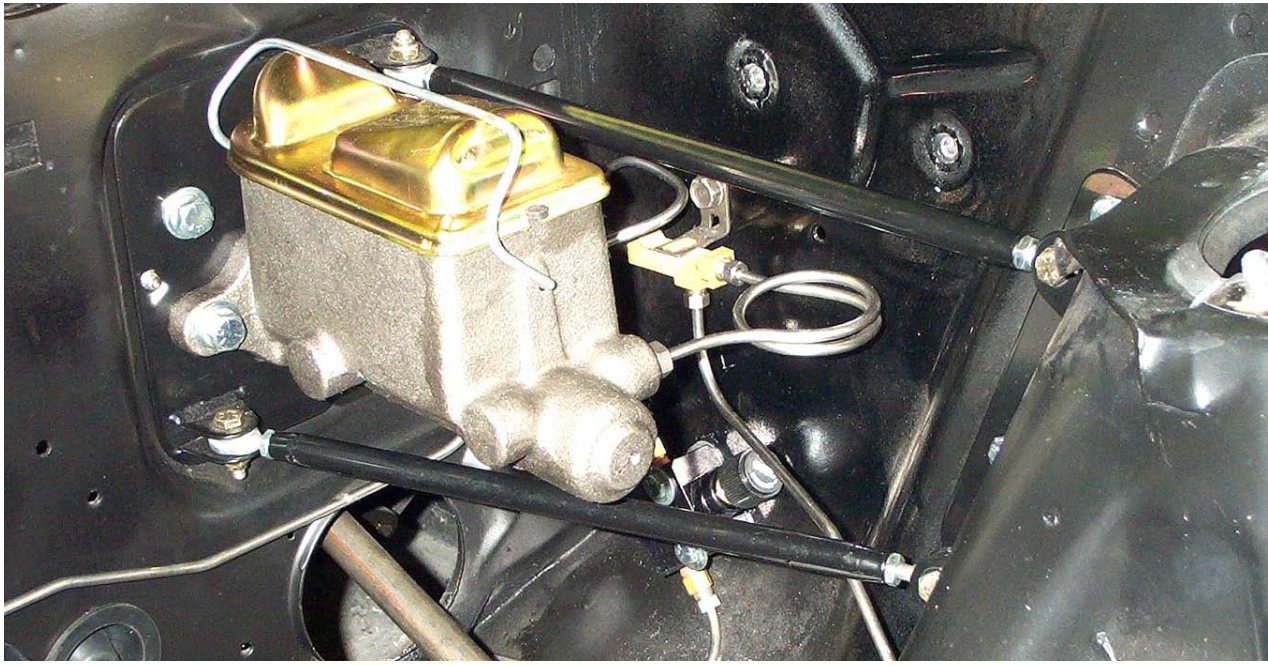
Wow, and all that out of .1 second per corner! A bunch of little things can add up to a bunch of performance improvement in the end. We try to apply that philosophy everywhere on the cars. It adds up.

How about that yellow top coil? The carburetor is our 650 cfm mini annular vacuum secondary type. That is by choice, but that's another story. Any doubt, check the success of the cars we have prepared and/or run over the last 45 plus years.



Then there is another secret weapon that we have that helps reduce cornering time.

It is a physiological one. It is the EPS Firewall Brace and master cylinder as shown at right. The EPS firewall brace eliminates firewall flexing, giving the driver a more positive



feel on the brake pedal, that gives confidence, that the brakes are OK, coming hard into the corner. The driver will, therefore, go harder & deeper into the corner. The EPS master cylinder supports this feel by allowing enough pedal feel for good pedal modulation while still retaining limited pedal travel.

Think about it the next time you come into a corner slightly over your head. That's another time saver that really adds up!

Happy Motoring,  
Walt Hane 07/30/10