From: gmclist-bounces@temp.gmcnet.org on behalf of Chris Choffat
To: gmclist@temp.gmcnet.org
Subject: Re: [GMCnet] JUST WONDERING
Date: Monday, October 05, 2009 6:55:41 PM

Whoaa there. I think if you get an engineer to explain all that, you will further confuse everyone, I'm an (Electrical) Engineer so I can say without a doubt, that this is true. I would confuse everyone if it was electrical and I tried to 'splain it.

That said, I think what you need is to have someone help you explain it in layman's terms and give Before and After results. These results should be actual, and not estimated.

Things to consider:
Stopping distance before and after

Wheel lockup vs no wheel lockup (Brakes work better when wheels are not locked), not sure how to measure this.

Ability of brakes not to fade with/without (Does it help this?)
also explain what brake fade actually is.

I have not seen your presentation (or any others' for that matter) but it sounds like you have an improvement to something that already works pretty well stock and was DOT approved at the time it was built. May be just a hard sell.

Is your presentation posted anywhere? I'm interested.