

A7 Directional stability

Readers might remember an article in the September 2017 *Crankhandle* where I listed fourteen possible things that might cause an A7 to wander rather than continue happily in a straight line as one might reasonably expect from Newton's first law of motion. Well, I worked my way through the whole list and things definitely improved. However, I recently replaced the rear springs that were obviously far too curly – they had six leaves, an unloaded camber of almost six inches and gave a vertical clearance above the rear tyres to the lower edge of the wings of well over five inches. The 'new' springs had an unloaded camber of just over three inches, still six leaves and give a much more sensible tyre to wing edge vertical distance of three and a half inches. The change has completely transformed the handling – we now have wonderful straight-line stability, even on poor surfaces.

The fourteen possible causes on my original list were all focussed on the front end and I had completely overlooked the possible influence of the ride-height and spring camber at the back of the car. I imagine the improvement is due to a combination of a slight increase in castor angle at the front together with a reduction in back axle steering from less curly rear springs. Who knows?

..... Spanner