

## **I-24 LETTERS: Tire Rub**

**Bob:** I have noticed tire rub issues coming from contact with the front shocks and am trying to determine what could be the cause. When looking thru old copies of the club letters I saw *Shop Notes* and thought [the book] might be useful. Any thoughts? **Mike Mars**

*Ouch. I'm surprised to hear that, Mike. Your car was restored by Bill Raetig and I'm thinking Lee Seats kept an eye on the project. How does it drive? The obvious explanation is badly worn shock tubes, a frequent problem. Hoist the front end on jacks, leaving the tires dangling. Yank them around a bit. They'd have to be very loosey-goosey to contact the outer shell of the struts, but new tires are wider than the originals, so it's possible. The Shop Notes book discusses the problem and various approaches to a fix. Another possibility is the front end got damaged, bending at the attachment between the strut and the stub axle. Keep me posted.*

**Bob:** Thanks I will. One last thought would tire pressure be an issue?

*No, it should not. Front tire pressure should be about 10 or 12 pounds, and low pressure would cause the tires to rub only if the darned things were essentially flat and thus had a wide spot from sitting.*

**Bob:** The tire rub you and I discussed was entirely my fault because I had the tires extremely over inflated. I want to thank you for the membership correction in the fall newsletter. Also I noticed a discussion in the letters section about drawings for wooden doors for the M3. My dad's '57 KM had wooden doors (I think maybe mahogany) so I wanted to make alternate wooden doors for my '66 KM. If you have a lead on any drawings that might work for my '66 I would be very interested in acquiring a set. Thanks again for all your advice. **Mike Mars**

*Glad you got your tire problem resolved. Wow, those tires must have been seriously over-inflated! I really do need to get to work on that door article. Attached is some information you might find helpful. Yes, use oak or other hardwood frame with lauan panels. You'll want to tailor the dimensions a bit to your car and pay close attention to getting that top curve "right." That's what most people screw up or get "creative" and then the door doesn't look right. That's why the drawing is on graph paper. I'll try to get a wooden door article put together for the next issue, and add it to Shop Notes.*