2012 Rules Change Proposals Decisions

Posted by Sterling Doc - 10 Nov 2011 20:22

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While the wording is still in progress, I wanted to get a draft of the decision on the rules change proposals out there now. The intent is to have the final wording of the approved changes off to NASA by Dec 1st.

1) Ram Air

-No change to current rule.

There was a lot of discussion on this, as many good points were raised on both sides by the drivers on the threads. There was clearly divided opinion on this on the forums. Interestingly, the comments when this was clarified last year were uniformly positive. In the end, it was felt that there was not enough evidence that this would be problematic to warrant overturning what is now an established rule. We thought through the case of the 924S, and decided that any potential disadvantage (if any) of not having the foglight to duct through is offset by the 924S's known aero advantage. If there is significant data to the contrary, we will look at that next year.

2) Header coating

-Denied

There was little support for the need for this (outside of the requesting driver) on the forums, or elsewhere. Cost and performance concerns outweighed the claim of improved engine longevity, which was deemed doubtful

3) Castor block mount repair

We decided to allow repair of this, just as crash damage can be repaired. It is incumbent on the racer that the end result retain OEM geometry, and alter the original structure in the minimum way required to

effect the repair. Phil's specific proposed fix to his car was thought to be reasonable, as a guide. No new rule required

4) Turbo valve springs

-Allowed

[i] After further research to establish no reasonable performance benefit from turbo valve springs, the cost savings was thought to warrant a rule change (Apologies to BJ, who requested this last year!)

5) Urethane in windows of the transmission mounts.

-Allowed

Some research indicated that does this may improve CV joint life. While this research was not conclusive, the minimal cost of this modification was not thought to be prohibitive. Also noted was that this modification may save the cost of a new trans mount, which is quite expensive

6) Enlarge oiling hole for crank.

-Allowed, but definition needed

Rod bearing failures, while much less common with cross drilling the crank, are still seen. A simple modification to improve oil flow to this problematic area was thought to have merit

7) Lexan Hatch

-Denied

The cost for implementing this class wide far outweighs the potential benefits, which were deemed to be minimal. There was little support for this outside of the requesting driver. This ruling is highly unlikely to change in the future

8) Turbo Oil FIlters

-Allowed, no rule change needed

Oil filters are not regulated

9) Allow replicating plastic ducting to radiator

-Allowed

Many times these plastic parts are missing, or broken on donor cars, and are critical to maintaining cooling. Replicating this ducting is encouraged if it is missing. No restrictions on materials for this

10) Allow Turbo Axles

-Approved

Late turbo axles are both stronger, and cheaper than the N/A ones. Some suppliers, such as Paragon, have superseded the N/A part with the Turbo one. Dimensions, and performance potential, are the same. The turbo axle has 25 splines, and the N/A, 33 splines. Many of you may have turbo axles in, and not realize it. This rule makes that clearly legal.

Further discussion points among the series directors for future rules consideration:

We have been collecting data from the best motors at Nationals, and elsewhere.

There is increasingly solid evidence that shaving the head on a 9.5:1 piston motors does not allow the same performance *potential* as the 10.2:1 compression motors. The increasing scarcity of of '88 pistons is also becoming an issue. Over the next year, we will be taking a close look at defining the difference in performance potential, and considering options to bridge that gap.

We will also be looking at ways to alleviate issues in parts availability, possibly through aftermarket suppliers, and possibly through rules adjustments. It is too early to go into details about this, but we want to be proactive on dealing with these issues.

None of this impacts next year directly, including the 2012 Nationals.

Expect these bigger issues to be tackled for the 2013 rules.

Keep in mind, that if you are spending extra money building an '88/10.2 compression piston motor this year, the advantage of doing so, may be short lived.

Let me be clear that we will *not* be outlawing '88 motors. They have been, and will remain legal.

However, a carefully executed performance adjustment on the '88 motors, or allowance for the low compression motors is very possible for 2013. We will be looking into, and testing options over the next year.

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Re: 2012 Rules Change Proposals Decisions
Posted by Sterling Doc - 23 Nov 2011 18:55

Best way is to post reasonable requests here. Typically, it would wait for the annual rules change process, but if it were critical for some reason, it could be dealt with more urgently.

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Re: 2012 Rules Change Proposals Decisions
Posted by JerryW - 26 Jan 2012 16:36

Are the new rules published anywhere in an official update ? Both the NASA site and this one have the 2010 V9 rules pdf's as the published rule set.

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Re: 2012 Rules Change Proposals Decisions
Posted by Sterling Doc - 26 Jan 2012 20:43

Good catch. The rules got delayed by the holidays a bit. They have been with NASA now for a couple of weeks. They should be out soon. No changes from what was decided in the rules change thread are in the copy sent to NASA, or expected.

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Re: 2012 Rules Change Proposals Decisions

Posted by Big Dog - 27 Jan 2012 10:16

Eric, did the late idler valve change, that was discussed by BJ, get added to them as you suggested?

Big Dog

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Re: 2012 Rules Change Proposals Decisions

Posted by Sterling Doc - 27 Jan 2012 14:05

Here's the propsed wording of that rule. This is subject to revision/rewording by NASA, but should be the same in substance.

12.11 Idle Control System

The Idle Stabilizer Valve (ISV) / Auxiliary air valve can be deleted or disabled. Associated lines must be plugged if deleted. It is recommended to maintain the factory idle control system to ensure smooth idle in the widest range of operating conditions.

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