

## Rule Change Requests for 2016

Posted by Sterling Doc - 12 Oct 2015 19:03

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OK guys, time to hear out RCR's for next years rules. We'll keep this open through the end of the month, and then get the new rules, if any, hashed out.

As always, please bear in mind that rules changes need to be cost effective to existing cars, as well as new builds, and the burden of proof is on why the new rule is needed, not justifying the existing rule - rules stability is key here!

Stay tuned for a big announcement in about a week, as well!

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## Re: Rule Change Requests for 2016

Posted by rd7839 - 28 Oct 2015 10:11

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I forgot to mention, there are a lot of shops that straighten and fix wheels for a reasonable cost. Look in Grass roots motor sports magazine, I'm sure there are ads for them.

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## Re: Rule Change Requests for 2016

Posted by Crooks - 30 Oct 2015 04:14

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Wheels: I don't think anyone is suggesting that you HAVE to use new wheels, if a replacement can be found that is not in any way advantageous as a performance issue, no problem. The Porsche wheels are 30 years old, that should give some concern, because we haven't had an issue doesn't mean we won't have an issue. Most racers didn't use HANS devises until after a few fatalities, why wait? If you like what you are using, that's fine but good cookie cutters are getting hard to find. If you think new wheels will get more expensive watch the price of rare old ones climb. As for aesthetics: this is a non-issue for me but just an observation, the two guys talking about this both have yellow cars, if your car is yellow, pink, purple or that stupid all too common Guards Red "you got no business talking about aesthetics".

Scraper: The scraper is an interesting question, some of the older engines are well under the power cap, and this may be an inexpensive way to get them to the cap. If the scraper adds 5 HP it would be a very inexpensive gain. If the scraper is allowed, the cars are still subject to the power cap. If it adds much to engine longevity the cost would work out to be less than free.

Short Shifter: I have a short shift kit that I don't use, My rebuilt linkage works just fine for me but if a driver prefers using one I just don't see a problem with it. If I believed that the linkage would help me eliminate inadvertent downshifts I would certainly want to use it. Again, nobody is forcing its use, Why not make it optional? I don't see any way that a short shift kit enhances performance. As for cost, the kit

is inexpensive compared to the damage cause inadvertent down shift.

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## Re: Rule Change Requests for 2016

Posted by Crooks - 30 Oct 2015 04:19

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Allow use of high impact foam or some other structural materiel to support the structural integrity of the spare tire well. I believe that the original design of these cars used the spare tire as part of the crush zone. The fuel system (tank, pump, filter and hoses) is vulnerable to rear end impact. With the fuel being delivered from the bottom of the tank a cut hose would dump fuel until the tank is empty. It is not reasonable that we track cars that have less structural integrity than the street version.

Someone smarter than me would have to figure out the best materiel and method to maximize the effect. I suspect that this would be an economical method of adding to the safety of our cars. Or we could all carry spare tires!!!

We have seen a 944 on fire a couple years ago at from a rear impact; I understand the issue was a cut hose and perhaps the fuel pump left running after the impact. I don't think the tank ruptured. I suspect that a crush zone may have prevented that fire.

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## Re: Rule Change Requests for 2016

Posted by cbuzzetti - 01 Nov 2015 21:09

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Im with RD. No new wheels until there is a real supply problem. The old ones have proven to be very strong and reliable.

No short shifter, not a nessecity at this time just adds cost and rules creep.

No crank scraper. The built in design works fine and a properly built engine does not have oiling issues. Adds cost.

Im good with bumper shock welding in collapsed or extended form. I just leave mine collapsed and have never replaced a single one.

We should avoid rules creep at all costs.

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## Re: Rule Change Requests for 2016

Posted by cbuzzetti - 01 Nov 2015 21:14

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Oh yeah, I forgot the foam. We dont seem to have a problem with cars catching on fire. A racer could

use this rule to rear weight the car illegally and some cars dont have the tire well installed anymore. Adds to rules creep and adds cost.

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## Re: Rule Change Requests for 2016

Posted by AgRacer - 01 Nov 2015 21:35

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I had already floated this idea of allowing aftermarket wheels to all 15 or so racers in my region with positive feedback and have been working on this proposal since July. The few responses which were concerns were addressed to the satisfaction of those that were doubtful. The open wheel rule is used very successfully in every other Spec series in NASA with basically no controversy and for good reason. Everyone in the Southeast region has said to me on multiple occasions outside of talking about an aftermarket wheel that Cookie Cutters are getting increasingly hard to find in our areas. Several of these racers have also been doing this a few years longer than me to be an accurate judge. There is a supply problem in the Southeast region for cookie cutters. We are continuing to grow in both the Southeast and Mid-South regions and I want to ensure we set ourselves up for success in the future. What has always worked in the past may not be the best for the future.

1. Aesthetics: Phone dials are hideous. Unlucky for us, they are great supply and all late offset uses them. They look hideous and make our race cars look hideous in a paddock full of sporty cars which also use 15" wheels (SM/SE30). Looks are a big deal to new racers. Nobody wants to race a hideous car. Cookies are passable for 80s styling, and some think look good. Which is any the VW and 911 guys are buying them up for retro rigs. My main concern is the approved appearance which will yield more attention from new racers.

2. Safety: Many in more aggressive racing series consider wheels a consumable item. Lucky for us, our cars are fairly easy on consumables, which is why stock 30 year old wheels stand up to the test of racing as well as they do. But again, just because it hasn't happened yet, doesn't mean it's a likely to happen in the future and to a growing percentage as the years pass. Again, used wheels we all source from junkyards and ebay are of unknown origin and are likely less than true to begin with.

3. Weight: Again, read my actual rule proposal. No wheels less than 15.0 pounds. Stock wheel weights are hard to determine now after 30 years of mounting, balancing, road grime, painting, etc. What is important is that when you talk in terms of three wheels we could use (Jongbloed Racing Wheels at 15 pounds 2 ounces, Cookies at 15 pounds 4 ounces, and Phonies at 15 pounds 6 ounces), 2 to 4 ounces are absolutely negligible in the race lengths we compete in. Your 100 mile bike ride is more like a 12 hour enduro (I ride bikes too) in the race car. There are 7,257 grams in a 16 pound road bike and 41,600 ounces in our 2600 pound race cars. This translates into 1 gram being 5.8 times heavier in the overall weight than an ounce on our car. I believe the benefit of this wheel change outweighs the negligible difference we already have in our available wheels.

4. Cost: My cost quote is absolutely accurate as I got it through Phil's Tire Service and directly from a

rep at Jongbloed Racing. I have the email traffic to prove it. Shipping from Phil's is \$10 per wheel, which is less than I've paid to purchase wheels off ebay. I have yet to find any cookies available locally, which means I have shipped all wheels I've purchased to use for racing. Phonies will continue to be cheaper because of supply. Cookies bought by themselves will not as supply continues to dwindle. Not everyone has the ability to buy \$500 junker cars just for the wheels. As the vintage market continues to value cookie cutters, we grow our numbers demanding more wheels, and other used vendors scrap cookies, we will see them harder to find and price go up. What's good about the way I worded my rules is that the stock wheels continue to be just as competitive as before meaning you don't have to buy new wheels. Others of your fellow racers may want these new wheels and then resell their old cookies to you for cheap. Sounds like a win win to me.

One last word about wheels being a consumable: they are just that. After a hard wreck you don't reuse your belts and seat do you? You replace it to ensure you have the best safety equipment protecting you. Given how much stress we put through the part that actually translates forces to the pavement, the last thing you want is a repaired wheel to fail in a high G corner with other cars around you sending you and whoever else into a concrete barrier. I for one would never repair a wheel, straighten a wheel, weld a crack up on a wheel, or run a wheel that's been questionable and will throw them away as a consumable as they get damaged. I have already done so twice in two seasons.

That shifter maintenance method is already referenced in the current rules with a link to a vendor which sells the parts complete at a very reasonable price. I have the kit and it does help, but is only a band aid fix and needs to be tightened every so often.

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