

2017 Rules Proposal Thread

Posted by dpRacing Dan - 31 Oct 2016 10:34

Ok boys and girls, the time has come for us to propose/discuss/debate any proposed rules for the 2017 season.

NASA is already pressuring me to have the rules wrapped up in an unrealistic time, but we WILL need to expedite this this year. Let's try to keep this constructive. If you have an idea, please post it up on the thread, voice your reasons, and be prepared to have them dashed or supported. I will read all comments and hear all reasoning. I will ONLY do this here- no phone calls please. Emails are ok, but THIS is where we go to discuss rules. PLEASE keep this civil- I dont want any huge arguments to spin out of control. Lets all be grown ups, and keep this friendly.

Please remember, only rules that will increase reliability, or performance WITHOUT significant spending or changes will be considered. Remember EVERY change effects not only cars in your region, but EVERY car in the country running under these rules. I wont consider anything that cannot be quickly or easily done to EVERY car in the country competing (this is about 175 cars nationally). My main goal is to keep our cars as reliable and competitive as possible, without spending lots of money.

Ready?

Set.

GO!

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Re: 2017 Rules Proposal Thread

Posted by AgRacer - 01 Nov 2016 10:36

My popcorn is staying in the cup board.

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Re: 2017 Rules Proposal Thread

Posted by dpRacing Dan - 01 Nov 2016 11:01

Good Insight Tim. In case everyone is not aware, Tim is truly one of the OG's of this class. He knows these cars better than most and even runs a business building street and race versions.

Chuck do you have a specific part in mind you can share a link to?

I'd be curious to know the weight difference. My only question about this is, how often are you changing rod bearings/oil pan gaskets? We only do rod bearings every 2 seasons preventatively and have never had a pan gasket fail. My suspicion is that this cross member is greatly more expensive than a couple of front end alignments every 2 years?

Enlighten us.

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Re: 2017 Rules Proposal Thread

Posted by AgRacer - 01 Nov 2016 11:22

Lindsey Racing modifies them for about \$315.

www.lindseyracing.com/LR/Porsche/LRA-951-XMEM.html

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Re: 2017 Rules Proposal Thread

Posted by tcomeau - 01 Nov 2016 12:24

I'm not pro or con re the 3 piece crossmember right now, but...

- Thought I remember a couple failures during hard racing? True or no?
- You can scribe your crossmember, caster blocks, and chassis to get things back to where they were upon reinstall of your crossmember after a rod bearing change.

Weight- a stock unit is cut into 3 pieces so there's a little extra weight for the plates used to bolt the 3 pieces together.

Chuck Sharp's 944 does double duty with his wife driving most weekends he does, so bearings get done more freq.

So we're balancing the 1 time cost of \$315 with the cost of multiple alignments?

On the surface, it looks like a cost savings that also promotes reliability while offering no perf
advantage? Cons?

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Re: 2017 Rules Proposal Thread

Posted by AgRacer - 01 Nov 2016 12:34

tcomeau wrote:

Rabble rabble rabble and other stuff about a 3 piece crossmember.

Cons are really all safety related. There was a story of the bolts coming loose at the track and having to
be checked regularly for being tight. I have no first hand knowledge but that was the third hand story.

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Re: 2017 Rules Proposal Thread

Posted by ChuckS - 01 Nov 2016 13:12

The Lindsey part is a little expensive, so I would not require that particular part. Some people do want
the Lindsey name, so I would not exclude it.

I would like it to be a modified stock part, but would not be against another after market part if it cost less
than the Lindsey modification.

There is a guy in AZ that will modify one for less than Lindsey, but I will have to dig out the specifics. I
am tempted to modify one myself (or with my son) so that I am confident of the quality of the work.

By adding two plates on each side to bolt to, it would add weight, as well as the bolts themselves. As
the plates would be aluminum, I can't imagine that the added weight would be more than a pound. I
would expect that the added weight of the 4 plates and 8 high grade bolts and lock washers and lock
nuts would be around 2 pounds.

Again, there would be no need for anyone to do this unless it saves them money in the long run. I have
owned this car for over 12 years and have had to pay for way too many alignments!

I have tried by scribing everything multiple times. The camber always seems to change a little. Mostly, the cross member seems to move slightly causing more camber on one side and less on the other.

Please also consider the extra labor time that you are paying for (If you are paying to have this done) to remove the cross member and suspension each time you want to check inside the pan or pull the motor, even if it is only to check the condition of the rod bearings.

To answer the other question, many people out here where we race in very hot conditions almost all of the time, recommend changing rod bearings every 50 race hours. Even with an external oil cooler, I have seen 260 degree oil temps. For us, 50 hours is less than a year with two drivers at every event. I do pay to have a high end race shop do the alignment so a single alignment costs more than even the Lindsey cross member. If we do it ourselves, the mod will cost less than \$20.

If there have been failures, it is most likely that they did not use high end bolts with high end lock washers and lock nuts. I would use at least Grade 8 (US) or 12.9 (Metric) bolts and nuts.

Repeat! For those who do not see a cost benefit in doing this, there is no reason to do it as it does not yield a performance benefit. It only decreases cost for anyone who pays for labor on their motor or has to pay for alignments. It also decrease the amount of work that needs to be done for those who do it themselves (no cross member and suspension removal and re-installation). Hence decreasing the cost of racing these beasts - a prime directive of this class.

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