

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 ChuckS - 04 Nov 2016 11:26

Cookies in Cal/AZ/Nv etc, are easy to find and cheap, although now that the prices back east have skyrocketed, it is harder to get them for \$75 each. Now they are readily available for \$100 each.

After 12+ years of tracking on them, I have bent two or three slightly and found a half inch crack in one. Not bad for the extreme abuse that they receive.

Not many out here would spend \$700 for a new set, but if they are impossible to find back east, then as long as they weigh the same and are basically the same dimensions, there should be no problem. I thought that the ones proposed last year weighed less and were possibly slightly wider.

Late Offset Phone dials are harder to find, so an alternative to them might be warranted.

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Re: 2017 Rules Proposal Thread

Posted by Brian Evans - 04 Nov 2016 11:26

dpRacing Dan wrote:

I'd like more people to chime in on the wheels.

How many people are willing to spend \$700 for a set of new rims?

I'm not planning on spending that much on wheels unless cutters become nearly that expensive. But if the dimensions and weight are the same as stock I am fine with others doing so.

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Re: 2017 Rules Proposal Thread

Posted by dpRacing Dan - 04 Nov 2016 11:47

Chuck- the ones offered before were not sized or weighted for Spec. I worked with them to create a proprietary version that would be sold specifically for our series. They'd offer them in both Cookie and Dial offsets.

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Re: 2017 Rules Proposal Thread

Posted by rd7839 - 04 Nov 2016 11:58

I thought we settled the wheel thing once and for all(or until factory wheels are scarce)?

No way! \$700 for wheels that we don't need and aren't as durable? And I don't care what the salespeople say, they will not weigh the same, or the weight will be in different spots. Do we want to get into dismounting tires at an event to weigh wheels on a protest?

My memory is a bit vague(all the drugs during the 60's!) but didn't Charlie Buzzetti do a test with the proposed wheels and didn't he go a second and a half faster a lap with the "equal" wheels? I also believe he went thru a few wheels in a season so \$700 is not \$700.

Wheels more than anything will make a difference, more so than a horsepower or 2 with the '88 pistons and until there is a need for them I say no way! Phonies suck but for \$700 a late 944 can backdate to early offset and still have money left over for entry fees

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Re: 2017 Rules Proposal Thread

Posted by rd7839 - 04 Nov 2016 12:07

I just reread Charlies post and he was 1.7 seconds faster than the track record on the proposed wheels. The wheels were 9" wide however with the same 225/50 RR's and all else being spec 944!

The wheels were also more than 2 pounds lighter, presumably compared to phonies.

So the takeaway is a 7" wheel might not be quite as fast but will certainly be lighter, and will most likely be faster than cookies. And they were \$800 dollars

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Re: 2017 Rules Proposal Thread

Posted by ChuckS - 04 Nov 2016 12:19

One more proposal:

Allow the Only 944 rear shift linkage. I know that it is a "short Shift", but they support our group, their products are extremely high quality and their prices are very fair.

The plastic bushing in the factory rear shifter mechanism wears significantly and causes sloppy shifting (as well as the front shifter wear - we do allow the Only944 shifter). While those with use of a machine shop and skills to make one, can make a new one, the rest of us can't. I even bought a replacement bushing from Poland (at almost the price of the Only 944 complete part) to try to fix the problem after this proposal was shot down last year. The results were two failures of the mechanism during the season that cost finishing position in each race. I went back to an old, sloppy, partially worn out one. JP even lost several positions in the Western Nats due to missed shifts from a bad shifter linkage.

I believe Only 944 has stated that it is difficult to make one that is not a short shifter due to the difficult geometry. So, I would prefer to allow us to use his part specifically. I know some people say that having a short shift is an advantage. Theoretically it might be, but in the real world, I am not sure that it is. So, even if we say that it is some small advantage, it would significantly reduce missed shifts and therefore save us all money in the long run.

Summary:

- 1 Many of our rear shift linkages are severely worn.
- 2 Factory parts are NLA or extremely expensive
- 3 Home made fixes work for those who can make them, but not most of us
- 4 Eastern European or Asian parts are not good enough
- 5 The Only 944 Short Shift mechanism works very well and is inexpensive
- 6 Only 944 supports our class
- 7 This is NOT a required change. Only if you need a more precise shift
- 8 There is a small perceived performance advantage, however, it is more theoretical than real.
- 9 If it prevents even ONE money shift, it has paid for itself many times over!

I know this will draw a lot of fire as it did last year, but I can't find a better alternative.

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