944-SPEC - 944SPEC - low cost wheel to wheel racing

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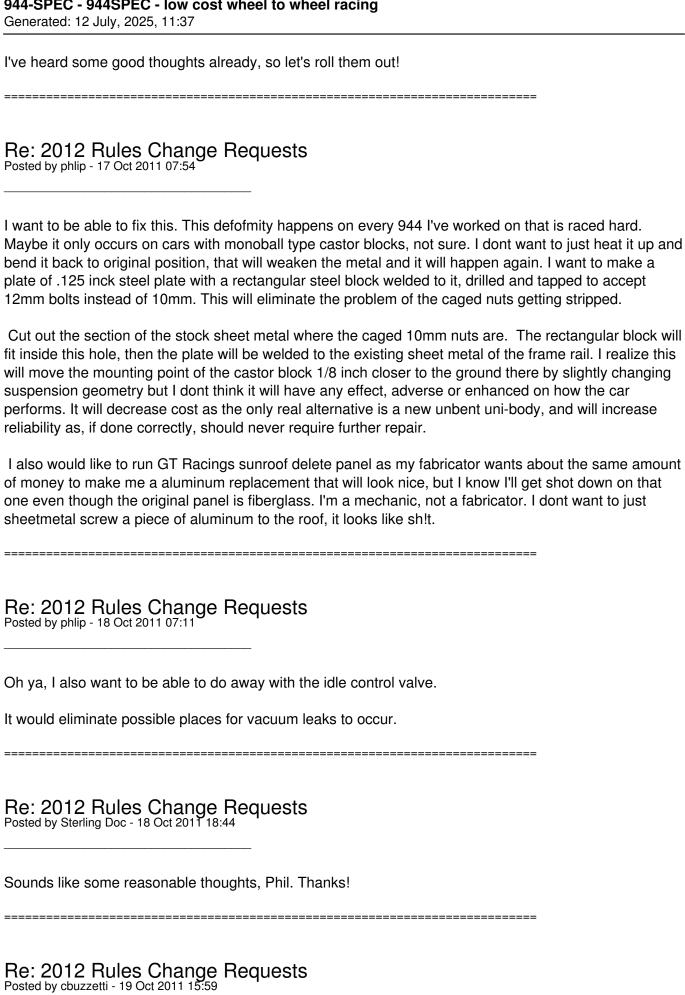
Posted by Sterling Doc - 17 Oct 2011 07:22

Guys, it is that time again, to go over the rules, and see what needs, updating, has evolved, or future problems that may prompt rewording of the rules.

Reasoning for change MUST include at least 1 of the following:
>a) Willl decrease series cost because
>b) Will increase series growth because
>c) Will improve competition because
>d) Will provide more clarity because
>e) Will improve reliability because
HINT – Requests which score points in multiple categories will have better chances of being accepted than those which score points in 1 category (or worse yet, go against the reasonings above.)
I will post in a separate thread some of my observations & collecting data over the last year, and especially at Nationals, with in the next day.
Two things to keep in mind:
Lets keep this civil. We are all passionate about this sport, but rules change requests and respnses need to be kept practical, and level headed. Personal attacks, or inappropriate comments will be moderated.

Try and keep the big picture in mind. For example, a particular rules change might makeyour new build easier/cheaper/faster. However, if it causes the rest of the class to have to go back and redo something on all of their cars, it may not be the best thing for the class as a whole. The "burdon of proof", so to speak, is on the new proposal, not justifying the existing rules.

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Doing nothing is the best choice IMO. As in &guot; NO NEW RULES &guot;

but if we must do something then address the exhaust collector issue. This will reduce the chance of additional HP being found there.

Not sure what to say about the pics above, if 1/8" closer to the ground will not make a difference then I dont see how 1/8" closer to the car will make any difference. It would be great to be able to fix that but it must be positioned in the same spot with the same sized hardware.

Re: 2012 Rules Change Requests Posted by phlip - 20 Oct 2011 04:07

if 1/8" closer to the ground will not make a difference then I dont see how 1/8" closer to the car will make any difference. It would be great to be able to fix that but it must be positioned in the same spot with the same sized hardware.[/quote]

I dont care about the 1/8 inch, the bushing is twisted. It effects my ability to align the car properly, and its very difficult to get the caster block bolted backinto place if it has been removed for maintainance or repair, other spec series allow for repair and stregnthening of known weak points.