

Nationals 944-spec schedule - *TENTATIVE *

Posted by norman#99 - 03 Jul 2009 02:34

*** TENTATIVE SCHEDULE, subject to change-Please check NasaChampionships.com for updates***

Race time (SATURDAY) includes pace lap and cool down lap

Wednesday September 9, 2009 - Test and Tune

Group 2

9:20 AM 9:40 AM 0:20

10:50 AM 11:10 AM 0:20

1:10 PM 1:30 PM 0:20

2:40 PM 3:00 PM 0:20

4:10 PM 4:30 PM 0:20

Thursday September 10, 2009

Mandatory Meetings

TIME TRIAL Drivers Meeting - 7:30 AM in Upstairs Classroom

DRIVER'S MEETING - 6:30PM Location:TBD

944Spec Group E

Groups E & J Warm Up

9:15 AM 9:35 AM 0:20

Group E Qualifying

11:20 AM 11:40 AM 0:20

Group E Qualyfing Race

3:45 PM 4:05 PM 0:20

Friday September 11, 2009

Groups E & J Warm Up

9:20 AM 9:40 AM 0:20

Group E Qualifying

11:30 AM 11:50 AM 0:20

Group E Qualyfing Race

3:55 PM 4:15 PM 0:20

Saturday September 12, 2009

Race time includes pace lap and cool down lap

Group E Warmup

9:20 AM 9:40 AM 0:20

Group E (944Spec) National Championship Race

12:40 PM 1:25 PM 0:45

Sunday September 13, 2009

944-SPEC HAS NO RACES UNLESS YOU SUPER SIZED TO GT-S

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Re:Nationals 944-spec schedule - *TENTATIVE *

Posted by joepaluch - 08 Jul 2009 22:56

bpanther wrote:

We have just converted some of the practice time into more qualifying and race length based on feedback that qualifying sessions were too short.

In the end this deal.

in 2008 and prior years and number 15 min sessions were used to get cars on track. This combined with 40 min races and a short clean up in between allow all races groups to run on the same day. It was tight, but managable.

At Miller there is on relaity that cannot be escaped. Lap length

944 spec tiimes at Mid-Ohio were 1:44 or so. At Miller even on the 3.0 mile track that same car is to 2:20-2:25. That means 30 seconds more per lap. What does that mean? In 15 minutes allowing for 1 warm-up and 2 cool down lap (est 2:35 seconds each for "fast cooldown") you only have 10 mintues for actual track time. That comes to about 4-5 laps maybe. That is just not that many laps. So you really need 20 min sessions to claw back 2 more laps.

Plus during a race one double yellow takes longer gather the field so you need that extra 5 mintues per race. Then if you consider a clean-up between races. 5 mintes is barely enough time to get a safety truck around the track and be able to rope tow in wounded car. If that car can't roll it will take much longer than 5 mintues to clean up.

So that is why things had to be moved around. I don't like the fact that the "practice day" is gone, but once I looked at the session times it became clear to me there was just not the hours in the day to do it anyway differently and still provide some usable track time for each racer.

Now I have not decided if I will supersize or do the wednesday practice day.

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Re:Nationals 944-spec schedule - *TENTATIVE *

Posted by cbuzzetti - 12 Jul 2009 01:44

IMO we all have the same advantage/disadvantage. Some learn tracks faster than others, some have been to this track before.

In the end you still have to drive your car the best you can and minimize mistakes. It is not the fastest lap that wins the race. It is the best managed car that is well driven for the entire race.

To me the Supersizing option is the way to go. Lots of opportunities to test and tune without adding a day to your schedule.

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