

safety Equipment Requirements

Posted by Atteberry - 02 Nov 2012 15:35

In light of the fiery crash at nationals I think we should address safety in a manner that exceeds the NASA basic requirements. I have two ideas. First require that dashboards be made of fire resistant or fireproof material. This may be as simple as removing the plastic from the current stock dashboard. I saw a picture in the Dashboard discussion that shows it can be accomplished. I think we should also require that replacement parts on the exterior that are metal as stock must be metal replacement. As an example nothing fiberglass. We need to minimize all flammable material in the cockpit. Finally we should require at a minimum a four nozzle fire system such as the ESS 5 Liter AFFF SFI Fire System which costs \$510. While I know everyone wants low cost racing we should not be promoting cheap racing or unsafe racing. By requiring a higher level of safety we can be a leader in the NASA system. This topic was designed to get other suggestions as to how we can increase the safety of our cars.

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Re: safety Equipment Requirements

Posted by cbuzzetti - 03 Nov 2012 14:38

One of the beauties of the 944 platform is that it has a very good torsional rigidity from the factory.

The car that has won the last 3 of 4 Nationals does not have a bar across the strut towers.

If you have a street 944 jack up one corner and then open and close the doors. It should open and close easily if the chassis is not bent. This is with no cage.

I am all for adding strengthening tubing to the cage. Especially from the drivers Nascar bars to the door sill.

As we all know triangulation of the cage is what gives it strength. So if you add foot bars make them in a triangle to the fire wall. Add padding to the bars on the drivers side anywhere your body can come in contact with the cage.

One of the issues is if you race this car in other sanctioning bodies or other classes in NASA it may not be legal.

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Re: safety Equipment Requirements

Posted by cbuzzetti - 03 Nov 2012 14:44

Eric, I went through the Hanksville website but did not see the seat mounting kit. Do you have pics or any info on this?

I am getting ready to mount a new seat in my new 944spec car and wanted to look at all options.

Sliders are nice but I have not yet seen one made for racing.

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Re: safety Equipment Requirements

Posted by joeblow - 03 Nov 2012 15:53

Having been in two on track fires and one off track I can say that I simply do not race without a min. 10# system installed. To me it is no different than going over the car to check bolts or checking your belts...basic safety.

In 944 cars I never felt the fuel cell area needed a nozzle. I would and plan to on my current car run 2 for the driver and one for the engine over the fuel rail and exhaust side of the engine. Too many nozzles reduce the discharge duration and limit the ability of the system to kill the fire. This will be debated I am sure but it comes from some direct experience.

I feel use of the stock seat mounts are sufficient especially with seat back braces and proper belt mounts. I have seen several 944 cars with poor sub belt mounts and right side lap belt mounts. Simple fender washers used on a belt eye are not enough for either belt. All mounts in locations where there is a single layer of sheet metal should have a doubler welded in and tied to other brace points before it should be used as as mount.

Just my 0.2c

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Re: safety Equipment Requirements

Posted by Sterling Doc - 03 Nov 2012 17:59

Found it: <http://www.944spec.org/944SPEC/forum/race-car-build/1419-seat-installation-w-ripped-out-bolt-damage?limit=6&start=12>

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Re: safety Equipment Requirements

Posted by cbuzzetti - 03 Nov 2012 19:11

Here is a seat installation guideline for the lower classes in Nascar. This is overkill but would be smart idea for driver saftey.

www.stockcarracing.com/howto/134_0406_ho...at_tech/viewall.html

It is much more stringent in the upper classes. The seats alone are thousands of dollars and have 8-10 mounting points and are part of the cage.

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