

## Rule Change Requests for 2016

Posted by Sterling Doc - 12 Oct 2015 19:03

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OK guys, time to hear out RCR's for next years rules. We'll keep this open through the end of the month, and then get the new rules, if any, hashed out.

As always, please bear in mind that rules changes need to be cost effective to existing cars, as well as new builds, and the burden of proof is on why the new rule is needed, not justifying the existing rule - rules stability is key here!

Stay tuned for a big announcement in about a week, as well!

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## Re: Rule Change Requests for 2016

Posted by AgRacer - 09 Nov 2015 08:16

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### **cbuzzetti wrote:**

I would also like to propose that all cars have the same maximum revs. It is about time to do away with the hard to get 88 DME that only a few have.

Reduces cost and makes cars more equal.

It would almost be easier to spec a chip...

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## Re: Rule Change Requests for 2016

Posted by AgRacer - 09 Nov 2015 08:36

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### **cbuzzetti wrote:**

The most popular classes are spec classes. The reason for that is cost control. The rules need to be well defined with limited prep and stable. Not changing every year to suit the fancy of every new guy who comes along.

Would I like better looking wheels, coil overs, more HP and faster tires? Yes of course I would. But I can go to PT or GT to do that.

Spec means, equal not different.

I wonder how many different types/brands of wheels were represented in this spec race?

[timingscoring.drivenasa.com/NASA\\_Champio...ted%20by%20Mazda.pdf](http://timingscoring.drivenasa.com/NASA_Champio...ted%20by%20Mazda.pdf)

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## Re: Rule Change Requests for 2016

Posted by rd7839 - 09 Nov 2015 09:05

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### **FDJeremy wrote:**

Gotcha, we already have an allowed fix for the lever so I don't see the need. However, I do think the rear shift linkage needs an approved fix. I couldn't care less if it shortens the throw, I want to know which gear the car is shifting into. I've almost lunched my engine when the trans went to 1st and I was try to downshift to 3rd. No need to risk it if a \$90 part can fix the bad design.

I know in my region and I'm sure this holds true for most everywhere else, if you put that part on your car nobody would care. Some cars just shift bad and if that would make a guy show up and have a good time then go for it. I think you could build one for cheaper but if not that's not an unreasonable price. I think it would only be an issue at Nationals and what I love about this class and group of people is that if you stated your case, and your car seems to be a reasonable build, nothing else over the top or expensive you would probably get a pass. I know it wouldn't bother me.

So the question then is if nobody would mind then why not allow it as a rule? To me the answer is that it becomes a cumulative effect. Little rule changes every year add up, sometimes hardly perceptible that just snowball and soon enough the build costs are out of reach. Changes taht seem reasonable and small combine with all the other small changes and even public school math will show that they equal a big change. Today's 944 is a lot different than it was just a few years ago. Is that good or bad? A little of both I say. The plastic windshield I was against(big surprise!) but after getting a rock in to the glass one I JUST replaced convinced me. A little searching and I found NASCAR castoffs for \$25 each, some still with tearoffs! With shipping I got 4 of them, 2 of which are good enough for less than another glass windshield. I also get the cache of looking out the same windshield Jeff Gordon did at Texas Motor Speedway in 2009!

I believe that if we make too many changes somebody with the time and wherewithal will build a car to the max of the rules like they see in spec pinata(miata). There a bunch of \$50,000 miata's out there and I can tell you for a fact that it engenders a lot of resentment among the have not's. We don't want that.

This class was started with the idea that a 944 could be bought dirt cheap and with minimal prep could be competitive. The thought was a junkyard motor could as easily win as a "built" motor. Those days are gone and getting smaller in the rear view mirror.

The sticking point with that 44only shifter is the length of the shifting arm. If they make it stock length or if the bolt diameter is the same as stock you could swap the factory arm on to their piece and you're golden. Maybe shoot them an email and see if that's possible.

Ron

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## Re: Rule Change Requests for 2016

Posted by BritRacer - 09 Nov 2015 09:15

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I agree, stick with the approved 944Only part for the shifter and add a specified linkage. This resolves why the original request for the rule change was made. Remember it was to protect the engine from missed shifts thus reducing potential costs, not improve performance.

I am still against the wheels as I don't think they add to the car and just add a lot of cost. Hey, I am running an 88 where my only option is the heavier phonies. Right now I am at the back of the pack so would happily take every legal help i can get but not to the detriment of the class overall.

Right now we are struggling for people in NorCal, we need to find ways to attract people and I am not sure pushing up costs (to be competitive) is the way to do that.

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## Re: Rule Change Requests for 2016

Posted by rd7839 - 09 Nov 2015 09:27

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BTW, It has always been my experience that shorter throws on a shifter are NOT a good thing. I've owned a lot of VW's and they have a similar shifting setup. With those the shift rod was attached in the tunnel and those tabs would break off so you'd have to cut windows in the tunnel to weld them up plus the shifter also has a plastic ball cup that needed replacing. Even after all that they were never good so

a new Hrst shifter went on. What would happen though is you'd lose feel in the shifter and since your shifting faster you had less time to let it find it's place. Ther's nothing worse than power shifting you 2332cc dual 48ida webered 200hp motor from 2nd to 1st! I still have nightmares about the sound of a porsche 912 rod coming apart and shooting out the top of the case!

For us it's usually downshifting that gives us the trouble. I have the most issues with 5th to 4th. At Thunderhill going into turn 1 it's a quick touch of the brakes, heel toe and down to 4th. I've missed it a few times but I can feel it while it's happening and just stop what I'm doing and get it right. I have that time and feel because of the long throws and the detents Porsche built into the gearbox. I don't have any trouble with the third gear shift because that has the best spring pressure and I can feel it. If I had a short throw I might not feel it as well plus it's much quicker.

And also food for thought, I've never missed that 5th to 4th during practice or qualifying when I'm on my fastest laps. It's ALWAYS when somebody is right on my bumper. So maybe it's not the car at all.

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