

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!

Re: 2017 Rules Proposal Thread

Posted by cgktexas - 15 Nov 2016 11:32

Dan, how do the sliders address having seat back braces?

My seat mount is fixed as is the seatback brace. Sliders are a non-starter there without a major change.

Re: 2017 Rules Proposal Thread

Posted by dpRacing Dan - 15 Nov 2016 11:48

Sliders are added for Halo Seats to aid egress. Halo seats are FIA so they do not require seat back braces or center window nets.

Re: 2017 Rules Proposal Thread

Posted by Atteberry - 16 Nov 2016 19:32

We considered sliders as an option when installing the halo seat and being sure to comply with the exit time from the car and concluded that a slider did not optimize the cars safety.

1. The slider raises the seat up making clearance with the cage less plus making exit of the car through the window more difficult.
2. In the event of a serious accident the floor of the car could become deformed. This can result in the slider coming out of alignment and not functioning.
3. In the vent of a fire or other need for a quick exit from the car a driver needs to perform the following: remove searing wheel, disconnecting belts, maybe disconnect cool suit, active fire retardant if fire is a potential, then slide seat back so as to exit. While the regulations state this needs to be done in 15 seconds in a fire condition it may need to be faster, so why add another item to the exit procedure during a period of high stress.

Finally an FIA seat must have a back brace added in five years so a slider is not an option given that with a slider the seat must be replaced every five years. By placing the seat back next to or near the rear cage elements then at five years a brace could be added easily. This is far less costly than a new seat.

In the end after looking at all these factors we feel that bolting the seat to the floor as far back as possible to maximize the opening of the window area with the door closed is the optimum solution to the safety issue. This may require the adjustment of the shifter to make shifting efficient. (Well at least for me maybe I have alligator arms)

Re: 2017 Rules Proposal Thread

Posted by cbuzzetti - 16 Nov 2016 20:39

I AGREE with your assessment about safety. And can't see a reason why this would be a problem. My

car has a halo seat and a slider and there is no way I can get out of the car without the slider. I prefer the slider because I also run enduros in my car with other drivers.

My only concern is that the shifter can't be modified. It would require an ingenious solution to get the shifter where you would need it. But certainly a solvable problem.

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Re: 2017 Rules Proposal Thread

Posted by rd7839 - 17 Nov 2016 08:44

Just for counterpoint, I have a full containment halo seat from Ultrashield and I am down in the thing. Personally I think we should require halo seats but that's another topic.

I got, by accident the 10 degree layback seat and it took a ton of work and fiddling to get it in the right spot so that I was comfortable, could reach everything and still safely get in and out. Now I'm not as tall as Tom, but this may be a disadvantage as I have to be closer to the wheel which gives me less space to get out of the window.

After getting it right, without pedal spacers but with a couple of wheel spacers, I can get out quickly without taking off the steering wheel. It took a lot of practice but it's worth it. It can be done, and hopefully you won't have to do it more than once for real if at all!

The biggest hangup on my setup is that the HANS and shoulder belt get tangled up and catch on the halo portion. I solved this by using surgical tubing attached to the belt and the roof so when I unbuckled, the belt pulled away quickly. I've since taken that off with the new belts but it is an option.

Also, they consider, as do I, your coolsuit connections as breakaway and will let you disconnect them prior to testing you getting out of the car, at least they do up here.

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