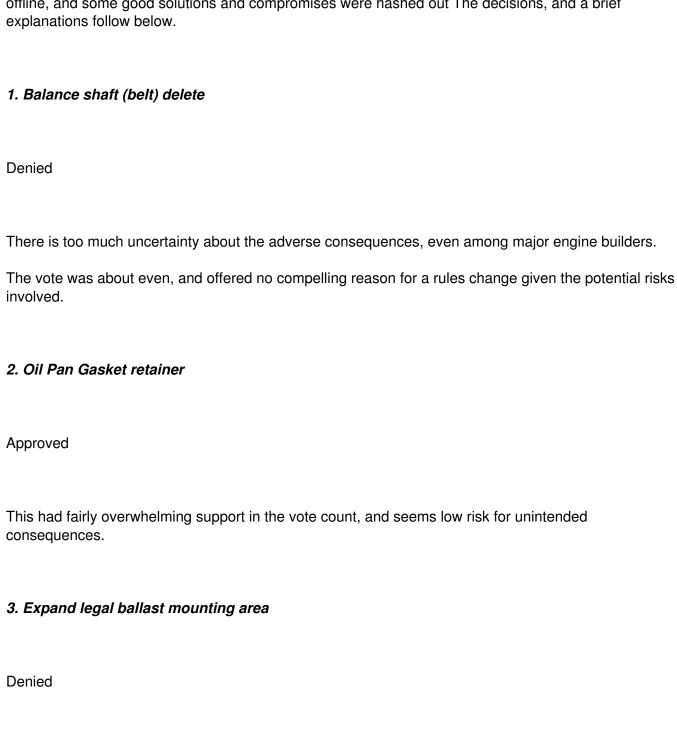




We had a good debate this year with lots of suggestions. The series directors deliberated over these offline, and some good solutions and compromises were hashed out The decisions, and a brief



No compelling reason for a rules change, and vote was negative.

Current location is one of the stronger/safer places to mount ballast in a 944.

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Generated: 28 June, 2025, 13:04

Competitors are reminded that attempts to end run around the ballast rule are subject to penalties. Anything that is heavy, and unnecessary, or unreasonably heavy for it's intended function may be deemed ballast at the discretion of a NASA official, and subject to ballast restrictions on mounting and location. If anyone has questions on this, they are encouraged to contact their series director, or me on what they have in mind, or with any concerns.

4. Allow 205/50/15 RR Toyo RR tires
Denied
Vote went against. Potentially messy.
5a. Remove rule 12.5 Heads and allowable shaving
Denied
Popular vote was close.
After some discussion among the series directors, it was decided that dyno and whistler availability is not sufficient to eliminate this rule at this time.
5b. Remove rule 13.5 computer management system
Denied
Vote was unanimous against this proposal
6. Remove 18 - Special Transition allowance
Denied

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Vote was to keep this rule, and series directors thought it was useful enough to keep.

7. Allow offset Woodruf key

Approved, but limited to 2 degree offset key, and low compression piston engines only

This proposal had the most debate by the series directors. While it is widely agreed that there should be some allowance to improve the situation of the low compression piston cars, there was significant concern over the expense of dyno testing to dial this in for a given car and head shave. There is also little hard data to guide racers. Online sources indicate that somewhere around 3 degrees is needed to correct a significantly shaved head, and less for lesser shaves. Commonly available offset keys come in 2 and 4 degree offsets. It was thought that offering a single, conservative option would greatly simplify the process, and lessen the expense involved in implementing this new rule, while still offering some benefit to the low compression cars. It should also be low risk. So the compromise is one take-it-or-leave-it option: OEM, or an offset Woodruff key with 2 degrees of advance.

8. Outlaw '88 co	m	pı	uter
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Denied

Vote was negative, and it was thought there was not a compelling reason to force change on a large installed base of cars.

9a. Allow blocks to be honed 20 thousandths oversize, and bores redone by factory process

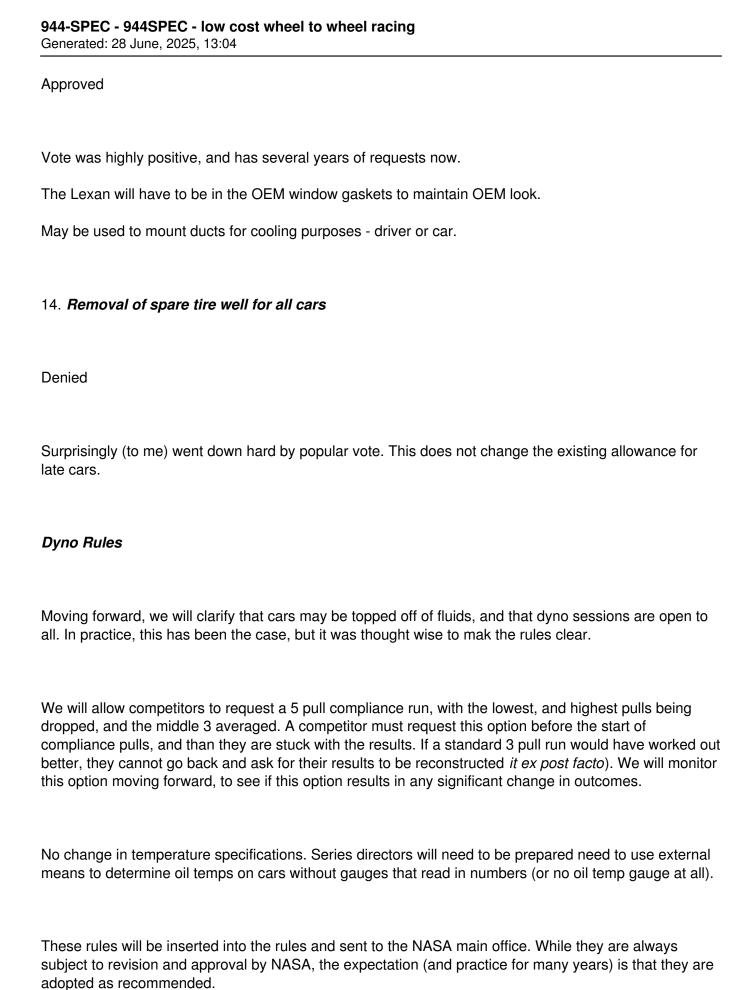
9b. Allow exact reproduction '88 piston, 20 thousands oversize

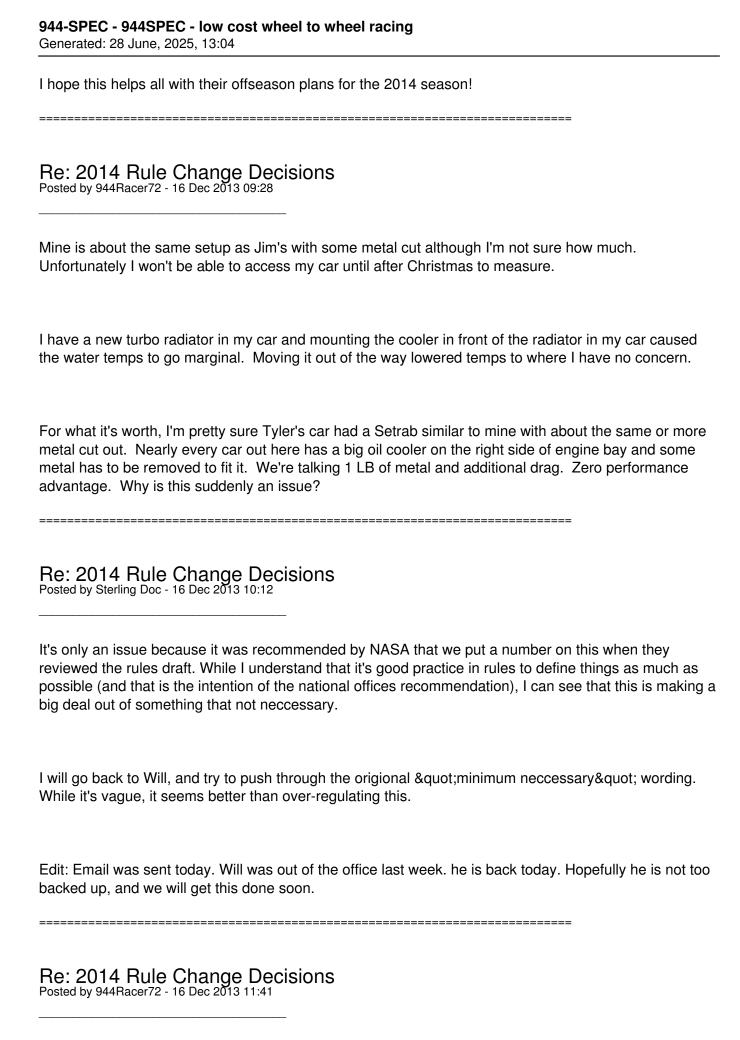
Denied

The vote was surprisingly close, and the day for this rule change is coming, but not yet. As of now, the availability of motors has not reached the pain threshold for a major rules change.

10. Transmission Cooler

Approved
The vote was close here as well.
We now have data showing high temps, especially with sustained running in hot ambient temps. While the effect of these temps on failure rates is not clear, expert opinion on the observed 270 degree oil temps is unfavorable with regard to transmission life. LSD transmissions, in particular, are getting more scarce and expensive. As this is an entirely optional modification, with no significant performance potential, it was passed.
We will not allow Turbo cases/oil pump gears, only external pumps and coolers.
11. Allow crankcase breather to vent to a catch can
Approved
Vote was highly positive. Little downside, and removed any gray area for cars so equipped.
12a. Limit ram air ducting to bumper turn signal hole - or-
12b. No ducting to air filter element outside of OEM configuration. May use open element air filter within the engine compartment
Denied
Both went down by popular vote by a substantial margin.
13. Allow use of Lexan for rear side windows.





6/7

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Thanks Eric. I think this would be a big deal for the entire west coast race group.

Re: 2014 Rule Change Decisions

Posted by Sterling Doc - 16 Dec 2013 11:51

Update - Will got back to me already (catches up quickly!). We have the OK to go back to the " minimum neccessary " wording in the first draft. This is just to put a lid on extorting this rule for large scale unibody modifications. The specific size limitation is gone.

To be clear, this is for the oil cooler specifically, and does not apply to ram air. The ruling outlawing cutting holes in the unibody for ram air stays.

The only thing we are waiting on is getting the picture of the " Ken bracket" into the rules. The rules drafts are in an RTF format, so I need NASA to do this on the back end.

Re: 2014 Rule Change Decisions Posted by rd7839 - 16 Dec 2013 13:43

FWIW, I had my oil cooler in front of the radiator for a long time but deep in the summer my water temps ran high(per the factory gauge). I put an oil temp gauge in and saw some high numbers as well. I moved it to the right side, buggered up a nice big hole, much bigger that 4 inches and still had high temps. We moved the cooler forward a bit to help the air from getting packed in behind it, put a two hole scoop in the turn signal and one hole scoop in the foglight hole, ran some brake cooling hoses to the cooler and now I can barely get to 210 degrees even on a 100+ degree day! I still run the factory water temp gauge for now but it generally runs in the middle in the summer unless I'm right up behind someone