

## 2011 - Rules change proposals - List ideas here

Posted by joepaluch - 07 Oct 2010 08:28

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Ok,

Time for 2011 rules change proposals.

List them here and I will work them into something we can formally evaluate.

I will start with 2.

1) Change - Clarification on use of Fog light hole(and other holes) for air intake (ie ram air)

Reason - Clearly define that fog light hole can be used for air intake. Also make clear what other holes need to be filled in vs used as in take for cooling air, and engine air.

2) Change - Larger jack pad

Reason - make pad size a close match for typical floor jack pads.

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## Re: 2011 - Rules change proposals - List ideas here

Posted by cbuzzetti - 07 Oct 2010 18:22

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Looks great to me Joe.

Sure would hate to see any more than this.

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## Re: 2011 - Rules change proposals - List ideas here

Posted by cbuzzetti - 08 Oct 2010 07:41

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OK so I was reading the rules this AM and I saw what looks like a potential problem.

The header rule does not state that the factory collector must be used. This would allow some tuning of the header. The current rules only cover the section that bolts to the head. Not the section that connects from the 1-4 and 2-3 sections of the system and is the actual collector.

12.7 Exhaust System

12.7.1 The OEM/stock genuine Porsche OE exhaust manifold (header) is required. The stock header consists of two separate manifolds, one connecting cylinders 1 and 4 and the other connecting cylinders 2 and 3. Headers may be welded to repair cracks and headers may be wrapped with appropriate materials so long as the wrap is removable. Headers may not be coated or painted inside or outside.

12.7.2 Exhaust system rearward of the OEM header is unrestricted provided it serves no other function than to expel exhaust gases.

I do not know if this has the ability to change the torque curve or increase HP but it should.

We should be required to run the factory collector and then have the exhaust be free after that.

Just some thoughts.

As you all know I am oppsed to new rules but thought this one may need addressing.

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**Re: 2011 - Rules change proposals - List ideas here**

Posted by Big Dog - 11 Oct 2010 14:04

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On the exhaust issue, my collector was cut back by the muffler shop and I have no idea how much because they did it without consulting me. I simply told them to put a new exhaust, from the collector back, using 2.5 inch pipe from the collector back to the muffler. To do that, they cut some off the end to get somewhat of an oval that was close to the 2.5 inch pipe, squashed the 2.5 inch pipe and welded it on the collector. Most of the factory collector is there.

I would guess that this is not unusual for those of us that have changed from the stock exhaust. By the way, they did the same thing on the gold car exhaust when they did it last year.

I would hope that this never becomes an issue as both of my exhaust systems were done in the same manner and I would hate to have to throw them out and buy more stuff (low cost racing:)

Big Dog

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**Re: 2011 - Rules change proposals - List ideas here**

Posted by JB3 - 11 Oct 2010 15:13

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CB has a good point: the rule as written only covers the primary tubes not the secondaries. While somewhat far fetched; it would be possible to tinker with the secondary length and diameter. The rule should be clarified either way: A) exhaust free from the end of the primaries (strictly speaking as written now) or B free from the end of the secondaries.

If it was done as B above that would also address BigDog's valid point that surely most if not all existing installations have had at least some of the collector shortened or modified in some way to facilitate connection to the 'tailpipe'.

As I am involved in sourcing oem late style headers for my build at this moment I have observed that almost always the primaries are offered without the secondaries. If this is indicative of availability it might be well to legislate secondary to be oem or diameterXlength equivalent to oem.

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**Re: 2011 - Rules change proposals - List ideas here**

Posted by cbuzzetti - 11 Oct 2010 16:04

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I have the same issue. My OEM collector has been shortened behind the collection point to facilitate aftermarket exhaust. Mine is a slip joint to allow for heat expansion and removal.

I believe that we should include the OEM collector in the exhaust rule.

It will have to be decided if it must remain fully stock or open once past the collection point.

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