

## Rule Change Decisions/rationale (rest of them)

Posted by Sterling Doc - 18 Nov 2010 21:19

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Here are the rest of the rules proposal decisions. Those that were voted yes will be sent to NASA for ratification.

2011-1) 3 Piece Crossmember - No

-Benefit was recognized, but thought to be too small to outweigh the additional complexity in compliance checking/management (potential for geometry change), and small but real potential for additional failures vs. stock part.

2011-2) Larger Jack pad reinforcement - Yes

-Slightly larger size is a better match for jack saddles, but will not be so large as to act as ballast or chassis stiffening.

2011-3) Allow 924S models to use 924 Carrera GT type flares on the rear. - No

-924S is competitive as is and aftermarket body parts add cost.

2011-4.) Lexan rear qtr windows - No.

-Ducting can be achieved through existing openings. OEM glass not subject to breakage like the windshields. Adds some cost.

2011-5.) Clarify use of Fog light openings for “ram air” - Yes

-Already established as allowed. This makes it formal. A fog light ram air set-up can be created with \$10 in materials and is easy to implement. The alternative is 100% stock airboxes as the only way to ensure air intakes do not get a ram effect. Ram air found to have minimal effect, if any, so far.

2011-6.) Publish rules in maximum head shave - Yes.

-Whistlers are not widely available on a local/regional basis. This makes for simple surrogate compliance check for use when a whistler is not available. This can be checked at home, and gives a good reference on engine building as well. 10.5 compression limit stays to ensure alternate methods not employed to bump the compression when a whistler is available.

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This wraps up the rule change season - back to building cars and racing!

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## **Re: Rule Change Decisions/rationale (rest of them)**

Posted by Sterling Doc - 30 Nov 2010 09:34

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Jim,

Chuck is correct, no hidden agendas here. The rule, as the draft is written now, does take into account the gasket thickness. Charlie's head could be used with the 1.4mm gasket, or on a low compression motor. Every rule has limits to the accuracy of measurements, and running close to the limit puts you at risk of getting caught out - do so at your own risk (here or elsewhere). Charlie took off that head, because he states that he was not comfortable being that close to the limit. The next time he is measured, the average of the whistler measurements may go the other way, without changing anything - it was that close. Realizing that, Charlie made the wise move.

We will bring your concerns up with NASA national and if they feel the need to revise this, it may happen. At this point, though, we have collectively, and unanimously decided to put this rule before them, that will not change. A draft will be going up for review by them very soon.

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## **Re: Rule Change Decisions/rationale (rest of them)**

Posted by cbuzzetti - 07 Dec 2010 13:19

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Eric is it possible to see the complete draft that is going to National?

I do not believe this has been shared with all the drivers.

Thanks,

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## **Re: Rule Change Decisions/rationale (rest of them)**

Posted by joepaluch - 07 Dec 2010 13:44

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The changes Eric listed in this thread and words listed the proposal threads are in the draft National is reviewing right now. The exact working is has been modified to ensure the intent of rules change proposal is achieved and flows with existing wording.

It may be that some wording will change between the current draft and the final publishing. Rather than confusing everyone I would rather just publish the final rules. There should be no surprises as we have shared everything here.

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