

Ram Air Rule Clarification Issue

Posted by Sterling Doc - 14 Nov 2013 21:33

Guys,

Since the rule change discussions, I've had several emails questioning the routing of ram air, and what is OK, and what is not. Specifically, if, and where holes can be cut for routing the ram air. This came up about 9 months ago, here: www.944spec.org/944SPEC/forum/race-car-b...old-air-intake-on-87 .

It has been pointed out to me that the provisional allowance made then seems in conflict with one reading of this rule:

17.3 Body Structure

The chassis structure must remain intact and stock except as noted

17.3.1 Headlights and headlight motors may be removed. If the headlights are removed, the stock covers must be installed in the front body work in the stock location in a secure fashion.

*Headlight cover gaps may not be filled in or taped over. **Headlight positions may not be used for ducting of air in any way.***

"Headlight positions" can be read in multiple ways, but in the end it's just not clear as is, and needs to be fixed.

The ram air rules proposals did not address the routing of ram air or cutting holes, just where it came from, or getting rid of it entirely (which were voted down).

As we did not clarify this in the rules debate, and it is a source of confusion and contention, it need to be dealt with, even at this late date.

So moving forward, we need to decide if cutting holes in the headlight buckets (or elsewhere) to allow for straighter/cleaner ducting of ram air should be allowed. We should also address cutting holes for ducting oil coolers, etc for clarity.

Ram air has become such a headache, that it may need to be done away with if we can't sort this out.

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Re: Ram Air Rule Clarification Issue

Posted by michaelreich - 18 Nov 2013 16:28

Thanks! Good looking installations.

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Re: Ram Air Rule Clarification Issue

Posted by Sterling Doc - 26 Nov 2013 20:11

OK guys, after a lot of discussion behind the scenes, we have decided to *disallow* cutting holes in the unibody for ram air. It was felt better to ask a few people to revise their setups, and have to reroute a hose, versus having a bunch feel they need to cut more holes to feel more competitive. It is still OK to remove the Ken bracket referred to earlier in the thread, and those who have cut a hole in the unibody can reroute through that. They will need to repair that hole with some metal of similar gauge to OEM.

We will also limit ram air to the turn signal or foglight only. While I think everyone is currently using one of those two, we want to be ahead of other creativity in this area.

Holes cut for oil coolers will still be allowed, though discouraged. They must be kept to the minimum needed to accomplish the ducting for cooling, and not compromise structure.

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Re: Ram Air Rule Clarification Issue

Posted by JerryW - 26 Nov 2013 20:40

Thanks for a very prompt response to the can of worms that opened. I really appreciate having a good idea of All the rules coming up during the build season instead of having to wait until racing season in CA is nearly upon us.

I do think this is a reasonable response to the problem

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Re: Ram Air Rule Clarification Issue

Posted by Big Dog - 26 Nov 2013 22:51

I can only say that I am disappointed with such thinking from our Series Directors.

It is OK to cut the right headlight bucket to get oil coolers working but somehow not OK to cut a much smaller hole in the left side bucket to get to the bumper hole but OK to remove an entire piece of metal to make it easy to get to the fog light bucket that does not even exist on a 924???

And you require fixing holes that have been cut into the headlight bucket on cars that did so?????? For what reason? There are no structural issues here at all.

I really do not see how this makes any sense for the class. You have made 924's unable to get effective ram air with this decision. The notion that it can be done, effectively, through the fender opening with all of the bends required is silly. Yes, it is possible to route it that way but it will have no positive affect. 944's can go to the valence bucket that provides, perhaps, more positive pressure than the bumper opening but 924's are not given any way to effectively fabricate a similar system since they do not have a valence fog light bucket.

Face it. Someone made a decision years ago to allow ram air systems and now you folks are trying to retract parts of that, after the fact. In my opinion, the original decision, right or wrong, set the pattern for the class and this only serves to help some at the expense of others for what valid reason?

Inconsistent rules serve to drive marginal racers away to other classes or cause them to drift away to do other things and this is an inconsistent rule, in my opinion.

Jim Foxx

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Re: Ram Air Rule Clarification Issue

Posted by Sterling Doc - 27 Nov 2013 05:28

This was a passionate issue on both sides. A flood of email and calls were received about this. Both sides feel that their choice will result in more participation. We understood that we would not make everyone happy no matter which way we went. In the end, this is a Spec series, and many options leads to many problems, so we chose to reign things in.

In the end, those affected will have to do a do a one time fix of moving a hose, and patching a hole, just as we would expect any large hole in the unibody to be fixed. A small piece of aluminum and a few rivets should take a few minutes.

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Re: Ram Air Rule Clarification Issue

Posted by AgRacer - 27 Nov 2013 06:37

Now that we have a decision, can we get some pictures showing right and wrong? I havent been very involved with this discussion and actually have no preference to either side but want to make sure my setup is either good to go or needs to be modified before the start of next season.

As a side note, my setup involves a larger than stock hose from the air box to a hole in the sheetmetal that leads to the void behind the turn signal which is not installed. Is it legal? I always assumed that hole was stock.

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