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## 2011 Change Proposals - New Allowances (4 Items) Posted by joepaluch - 27 Oct 2010 06:04

These are **PROPOSED** Changes only based on driver and director suggestions. Please comment below. These are prposed NEW allowances to the 944 spec rule set.

2011-1) 3 Piece Crossmember

Proposal: Allow 3 Piece engine mount support cross member as manufactured and originally sold by Lindsey racing. PNxxxxx (TBD)

Justification: Allows for faster and easier rod bearing changes which improve the maintainability of the cars. No change in performance.

2011-2) Larger Jack pad reinforcement

Proposal: Increase size of jackpad described in rule 16.3.14 from 4" by 4" to 6" by 6".

Justification: The larger size better matches up with jack saddle sizes on larger floor jacks

2011-3) Allow 924S models to use 924 Carrera GT type flares on the rear.

Proposal: All 87 and 924S chassis to install fiberglass 924 Carrera GT/ GTS type rear flares. Flares limited to units produce by GT racing part number xxxx (TBD). Track with may be increased the limit of the 944. If rear flares are installed the front must also convert to 944 steel fenders.

Justification: This allows a simple easy way for a narrow 924S to achieve the same track width as allowed by the 944. Front bodywork will be identical to the 944 and the rear flares are a cheaper solution than using 944 rear gtr panels.

2011-4.) Lexan rear Qtr windows

Proposal: Allow rear replacement of glass gtr windows with lexan and to allow air ducting to be installed in these lexan windows. No changes to rear hatch.

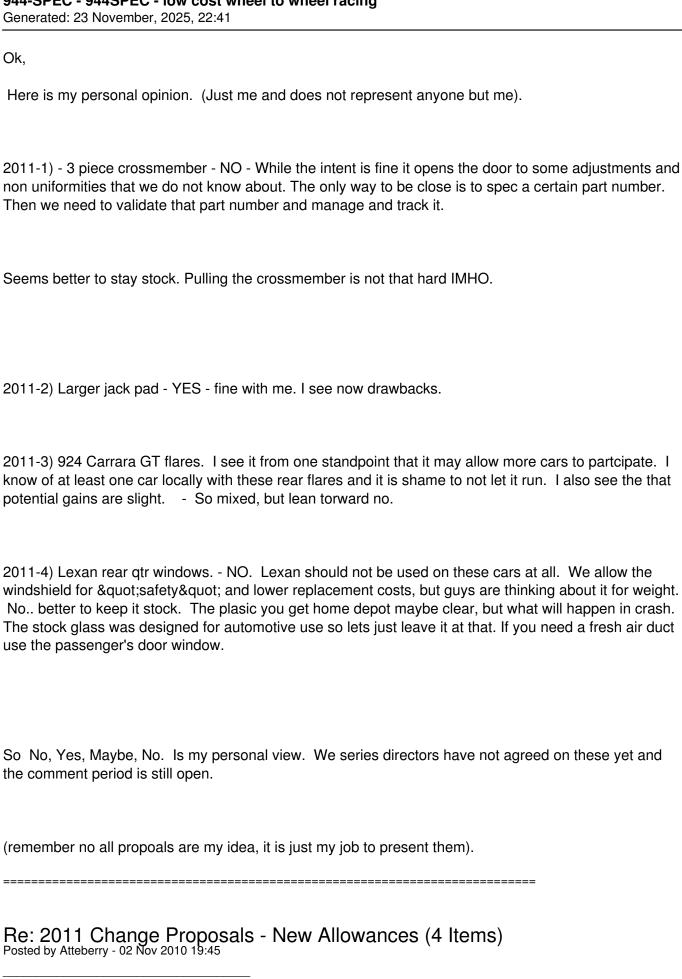
Justification: Makes it a nice clean way to provide fresh air ducting.

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Re: 2011 Change Proposals - New Allowances (4 Items)

Posted by joepaluch - 02 Nov 2010 06:20

#### 944-SPEC - 944SPEC - low cost wheel to wheel racing



I have read all the comments in this discussion stream and do not see where these changes add

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anything to the class from the standpoint of helping us add drivers to the class. I can see where it could add a small advantage to those who implement them all. However none of these ideas are oringinal equipment to the cars and in the end this is spec class is racing. I would vote no on all four if given a chance to do so in the dictatorship which is 944-Spec racing. I will say so far the dictatorship is working fairly well

## Re: 2011 Change Proposals - New Allowances (4 Items) Posted by jaje - 02 Nov 2010 20:35

I have the 3 piece Lindsey crossmember which I put in to help make rod bearing changes guick and easy. It uses the same geometry as the oem unit (it was just measured / cut and fabbed to allow easier maintenance. It has no performance potential. The rules do not state it is allowed or disallowed. No need to change it. The only drawback I've seen is some of them are cracking (some knockoffs I've seen done) and a couple Lindsey units. Though I think it is from some off course excursions that caused it.

# Re: 2011 Change Proposals - New Allowances (4 Items) Posted by chuzzetti - 03 Nov 2010 07:36

The current rules definetly do not allow it. You are required to have the OEM piece unless the rules specifically say so.

Again there is no reason to support an aftermarket part that now looks to be inferior by your admission. The factory cross member does not have a cracking issue that I have heard of.

# Re: 2011 Change Proposals - New Allowances (4 Items) Posted by jaje - 03 Nov 2010 07:57

#### cbuzzetti wrote:

The current rules definetly do not allow it. You are required to have the OEM piece unless the rules specifically say so.

Again there is no reason to support an aftermarket part that now looks to be inferior by your admission. The factory cross member does not have a cracking issue that I have heard of I've see a factory crossmember crack so they are not immune to it. I put it on my car before I was to race it - for the reason so I can maintain it much easier to do rod bearings. To me I read it as not in the rules but does not add a performance measure to the car then it doesn't violate the spirit of the rules. It was like those

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who cut holes to index their torsion bars long before it was allowed. It eased maintenance of the car but did not add to performance (or can we make the point that cutting out that hole helped with aero or lighted the car!).

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