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

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F	atal	944	incid	lent at	Da	ytona

Posted by GaryM05 - 29 Aug 2009 01:29

A recent racing accident at Daytona resulted in the very unfortunate loss of a 944 racer. Fire played a significant role in this accident. There's been a lot of discussion about this elsewhere, but I haven't seen anything on our various 944-spec sites yet so thought I'd post this here to make sure that none of us missed this.

Lots of detail on what can be learned from the accident here:

http://forum.specmiata.com/cgi-bin/ultim...i?/topic/31/192.html

A few pics showing the extent of the fire:

http://s573.photobucket.com/albums/ss175...tty/Daytona%20Fire/?

RIP Alan Burgess

## Re:Fatal 944 incident at Daytona Posted by Weston - 29 Aug 2009 01:56

Yeah, I've seen this on all the other forums too. It was said that he attempted to drive the car to the next

corner worker station, rather than just stopping when he saw the flames and getting out...

As we saw in Chris' fire, a worker station isn't going to be able to put out a gasoline fire. They are only meant to get the driver out of the car. So, if you want to save your car from burning, it doesn't matter where you stop because you're going to be waiting for the fire crew to show up anyway. And if you want to save yourself from burning, stop and get out as soon as you can. If you leave a fire burning under the hood, it's only a matter of time until you lose the brakes and can't stop.

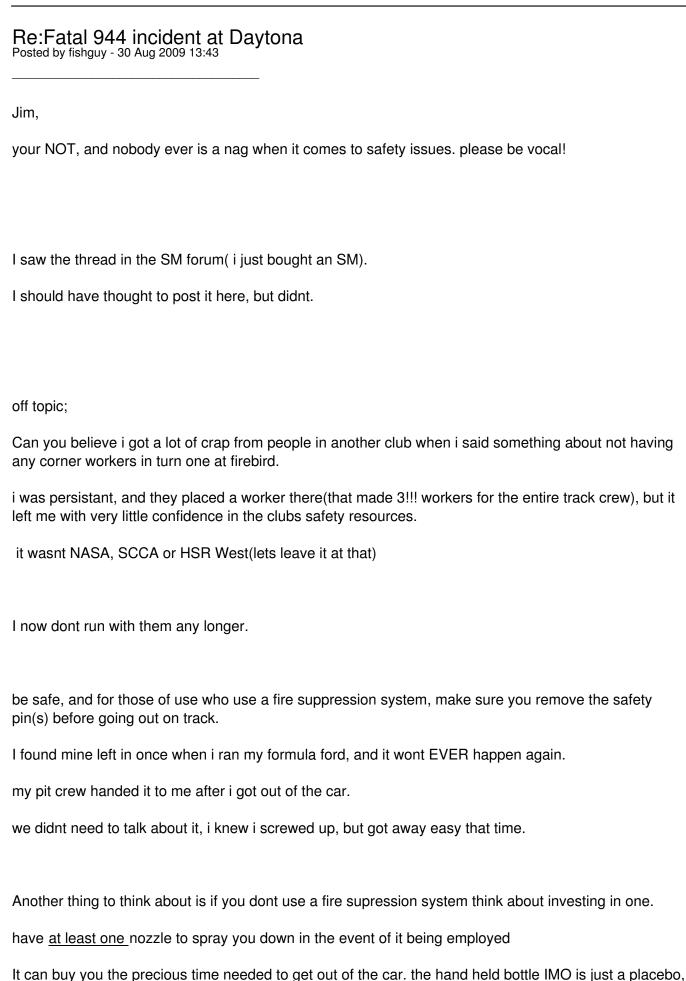
Obviously, hindsight is 20/20 and this is a mistake that a lot of us could have made. Like many things in racing, it really helps to have decisions for certain scenarios made ahead of time, rather than having to figure it out while under pressure and short on time.

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Re:Fatal 944 incident at Daytona Posted by Big Dog - 29 Aug 2009 02:41 This is VERY important and it was NOT posted on our forum. This is the first I have heard about it. Shame on me (and us). I have been known as a bit of a nag about safety issues to those in the regions I race in. I must say, however, that I am remiss in a number of areas that this brings up. Here are the issues that I need to fix prior to Miller. Seal up holes in fire wall and floor. Fire resistant boot for shifter. (Simpson piece) Battery shut off more accessable to both driver and safety crew. Better identification of shut off. Fire system pull more accessable to safety crew. Better identification of fire system pull handle. Better system for fire bottle pin identification to ensure that it is pulled. Practice in exiting the car. Thanks for posting this on our forum. Jim Re:Fatal 944 incident at Daytona Posted by Gary\_44 - 30 Aug 2009 09:37 Tragic. Hard pics to look at, especially heartbreaking to see the pin still in the bottle.

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getting out.

and does nothing to protect YOU, its really just for the car, and to pass the rules at a minumum.
if my car is ever burning and i am outside of the car, i will NOT make any attempt to save it. i am out of the carperiod.
let the fire crew deal with itits just a car, and me being out of the car and harms way is what is important.
my car is the easiest thing to replace in this situation.
tragic to have heard about Mr. Burgess
Josh
Re:Fatal 944 incident at Daytona Posted by Doc c - 30 Aug 2009 20:50
Sealing the Firewall is a valuable step that can and will by you time in the event of a fire. I know first hand from a fire that broke out in a 78 trans am I used to drag race that ran on alcohol. I had a massive fire under the hood and at 175mph you just cant stop right away. And once you do, you still need to unharness and get out.
A fire suppression system, can be had or made up rather easily. Everyone *should have one. I mean, we spend how much for parts and other goodies? The cost of an older fire
extinguisher is less than some stickers or a nice dinner. Forget saving the car, have nozzle pointed at you or the cockpit area to by some critical time to unharness and get the heck out.
there is no shame in doing practice runs of getting out of the care. When I did the Barber racing school, the instuctor had us practice several times, unharnessing, pulling the wheel, pulling the window pin and