

2013 Rules Changes

Posted by AgRacer - 13 Oct 2012 09:14

Any discussion forming on possible changes yet? Seems like its that time of year. Obviously aside from the tire change, any other changes coming that are being discussed?

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Re: 2013 Rules Changes

Posted by joepaluch - 22 Oct 2012 05:44

I would not support a min weight increase. 2600 has proven to be achievable for 10 years. No need to change it.

The intent of this low weight was to make the car as fast as possible for as little money as possible. Many 944 spec racers have never been street legal since they were raced. A few have been, but the intent was never to race street legal cars. The intent was to race the lightest car possible without resorting to spending money to make the car lighter. IE replacing bodywork etc with lighter ones.

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Re: 2013 Rules Changes

Posted by BritRacer - 22 Oct 2012 10:47

One thing I have been looking at recently is the cost of control arms for those of us with late-offset cars.

Due to the issues of repairing/rebuilding the ball-joints on these arms, it is often safer to replace them. However at over \$500 each side this can be very expensive (and a lot more than the early offset). I have found there are several cheaper after-market options from the likes of paragon and blaszakprecision, some of which use steel and most have easily changeable ball joints.

www.paragon-products.com/Control-Arm-Set...71.407.153d-race.htm

I understand that some people are worried about after-market arms allowing more extreme ride-heights but this can surely be control with a minimum allowable.

The major advantage of these arms is most are stronger and with the extra stress on the joint next year

with the addition of the RR tires. This can't be a bad thing, surely?

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Re: 2013 Rules Changes

Posted by cbuzzetti - 22 Oct 2012 12:56

Those arms will fit all but the 87-88 944 according to their info.

I have never rebuilt late offset arms but if you rebuild them the same way as the early offset aluminum arms then it is pretty easy.

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Re: 2013 Rules Changes

Posted by BritRacer - 22 Oct 2012 13:10

Sorry that was a bad example, I missed the 'S', but I have found info saying www.blaszakprecision.com do steel arms for late offset at around \$600/pair.

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Re: 2013 Rules Changes

Posted by dmdirks - 22 Oct 2012 14:05

About 4 years ago I had SSI Motorsports rebuild the ball joints in my late control arms and I've had zero issues with them. They manufactured their own bronze bushings (instead of nylon) and replaced the pins. I recall the cost to do both was quite reasonable (less than one new one for sure.)

I called them last month to see if they could rebuild a set for a different car. They recently had lost their supplier for the bushings, so they are working with another machinist and are planning on going back into production around the end of this month.

www.ssimotorsports.com. The guy to talk to is Sloan.

Hope that helps...

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Re: 2013 Rules Changes

Posted by cbuzzetti - 22 Oct 2012 14:46

Here is the rebuild kit for the late model arms. Does both sides for \$185.00 and uses an aluminum/bronze bushing instead of the plastic stock one.

The process to rebuild is simple as long as arm is in good condition. See the web site Dirks posted for info.

www.pelicanparts.com/catalog/shopcart/94...944M_SUSshk_pg4.htm#

1. remove arms from car
2. use propane torch to heat epoxy on bottom side of ball joint until bubbling, remove epoxy with screw driver.
3. remove snap ring with small hardened pick. if required you can drill a 1/8" hole on the edge to get snap ring out.
4. remove all internals and check for damage of machined area where plastic cup was. if plastic cup came out in pieces there may be damage to area. if damaged look for replacement arm
5. reassemble according to directions.
6. inspect periodically for damage.

This is a job that should take about a hour per side. I have done this job at the track in between sessions.

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