

Rule Change Requests for 2016

Posted by Sterling Doc - 12 Oct 2015 19:03

OK guys, time to hear out RCR's for next years rules. We'll keep this open through the end of the month, and then get the new rules, if any, hashed out.

As always, please bear in mind that rules changes need to be cost effective to existing cars, as well as new builds, and the burden of proof is on why the new rule is needed, not justifying the existing rule - rules stability is key here!

Stay tuned for a big announcement in about a week, as well!

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Re: Rule Change Requests for 2016

Posted by danl4444 - 09 Nov 2015 07:40

Here's a crazy thought. Would it help our class to adopt the same rule set as 944 cup? I don't know anything about 944 cup other than they are struggling for numbers as well. Maybe we would be better off if we joined forces?

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Re: Rule Change Requests for 2016

Posted by danl4444 - 09 Nov 2015 07:43

Ron. How much would it cost in public school math to make our cars competitive in 944 cup? Serious question

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Re: Rule Change Requests for 2016

Posted by FDJeremy - 09 Nov 2015 07:47

Gotcha, we already have an allowed fix for the lever so I don't see the need. However, I do think the rear shift linkage needs an approved fix. I couldn't care less if it shortens the throw, I want to know which gear the car is shifting into. I've almost lunched my engine when the trans went to 1st and I was trying to downshift to 3rd. No need to risk it if a \$90 part can fix the bad design.

Re: Rule Change Requests for 2016

Posted by rd7839 - 09 Nov 2015 07:53

Well, I don't know for sure but I believe they have a sliding wight scale based on mods. You can run a blueprinted motor with header and crank scraper, rear coil overs and any wheel and wheel diameter as long as they are within a certain width. I beleive they run a max 245 DOT tire but you can choose any tire you want, which means Hoosier.

Tires alone would price a lot of us out. Hoosiers do not last long and fall off quicker than out tires plus cost more. Coilovers sound good in theory, ease of adjustment and installation but what shocks do you run? We chose the shocks we have because of cost and they wont work with coilovers in the rear so now you have to find new, more costly ones.

I know a guy who used to run with them and said the top guys spend a LOT! They throw away tires after one weekend! Their motors also cost a ton more than ours.

I think spec cars can run with them midpack and have fun but if you want to win I would guess at least double what you are paying now might get you close.

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Re: Rule Change Requests for 2016

Posted by cbuzzetti - 09 Nov 2015 08:06

The most popular classes are spec classes. The reason for that is cost control. The rules nedd to be well defined with limited prep and stable. Not changing every year to suit the fancy of every new guy who comes along.

Would I like better looking wheels, coil overs, more HP and faster tires? Yes of course I would. But I can go to PT or GT to do that.

Spec means, equal not different.

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