

## Rule 13.3.1 "Short Shifters" are not allowed.

Posted by hhdinyuma - 26 Feb 2009 22:47

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Just wondered why this rule was added this year? Here's why I wonder:

1. Missed shifts frequently equal bent valves. Big dollars to repair! We had at least 3 expensive shifts here in the last 2 years. I have personally come close twice, selecting third gear instead of fifth at 100+ MPH. Once on the first run after a 6K rebuild!

2. Shifting with a limp noodle is not much fun.

3. The only "Short Shift" kit on the market that I know of (Schell) doesn't do much more than restore the shifting feel to that approaching a stock system. The design of this kit is virtually identical to stock except stronger materials used and slightly improved geometry.

4. I have not been able to source an OEM replacement for the shifting mechanism. I also do not replace worn out original parts with other worn out original parts from a junkyard unless there is no other alternative.

5. The price for the short shift kit meets the \$\$\$ rule for 944 spec. \$99.00.

6. The only performance advantage I see is that the car is more likely to be undamaged and running at the end of a race.

These comments are strictly meant to point out my concern for the health of the motor. If I have another expensive repair bill it will likely put me out of racing at least for a while. I am sure I am not alone in this regard.

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## Re:Rule 13.3.1 "Short Shifters" are not allowed.

Posted by Sterling Doc - 27 Feb 2009 08:02

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This is good, constructive input - thanks all.

As I see it, the problem is the need to have a workable, affordable solution for shifter wear. We've got some time to do some research on our options, as rules are still frozen this upcoming year. We'll put this on the list of issues to solve and consider for the 2010 rules.

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### Re:Rule 13.3.1 "Short Shifters" are not allowed.

Posted by Weston - 27 Feb 2009 09:42

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Seems to me that just figuring out a bushing replacement solution would still be cheaper and better than adding another performance part to everyone's build sheets. \$99 here, \$99 there, adds up pretty fast. Besides, Chris does pretty well with his "hotdog down a hallway" shifter, so it's not like this is that big of a problem.

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### Re:Rule 13.3.1 "Short Shifters" are not allowed.

Posted by dmdirks - 27 Feb 2009 10:19

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New OEM shifters are cheap!

Here is an article on reducing the slop in the shifter rod using some inexpensive bushings: [www.dietersmotorsports.com/tech/tech-july-03.htm](http://www.dietersmotorsports.com/tech/tech-july-03.htm)

A new shifter plus this repair will do the trick for about half the cost of a short shifter.

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### Re:Rule 13.3.1 "Short Shifters" are not allowed.

Posted by joepaluch - 27 Feb 2009 23:50

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Hal,

Jim Foxx talked to me a bit about this issue. In the 2009 revision we clarified that you can make changes to stock shifter that improve feel. However you may not reduce the throw at all. So you can in fact replace all the parts in there, but in the car the distance of throw must remain the same. ie the same arm movement from 2nd to 3rd and from 3rd to 4th.

Over the years I have found that what makes the linkage sloppy is nearly always the joint between the shift lever and shift rod. This is the joint under the shift boot. Make sure that is positive with no slop and the shifter works great again. Often time you just need to replace the lever, but in some cars the ID of

the rod is worn too. The best thing to do there is probably a sleeve repair of that ID or a replacement rod from a parts car.

If course you also need to be sure the bolt at the tranny end where the rod attaches is good too. Even so wear there is often a result of errors when doing a tranny change vs normal wear and tear.

Even then we have an issue at PIR due to the track layout. Shifting into 5th exiting the over at 1 g side load can be diffcult. Over the years I myself have missed the twice and got 3rd. Lucky for me I was able to keep the revs below valve contact point. So my point is that is shift I always need to think about a bit or wait till I get down the straight a bit more.

BTW... Yes I have replaced a worn shift lever. Twice in fact. Once with used and once with new.

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### **Re:Rule 13.3.1 "Short Shifters" are not allowed.**

Posted by Gary\_44 - 08 Mar 2009 11:37

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While we're on the shifter subject...

Are aftermarket fireproof shifter boots legal?

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### **Re:Rule 13.3.1 "Short Shifters" are not allowed.**

Posted by joepaluch - 09 Mar 2009 00:03

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I would not have an issue with them. The rules do not clearly state is legal to replace the shift boot. It does say you can remove interior trim carpet, etc.

So in many respects the stock leather boot and rubber one are "interior trim" in my definition of the word. So you cna remove. I suggest keeping the rubber boot to limit under body fumes/heat from entering the car. Even so I would not have any issue with a person replacing the stock rubber shift boot with a fireproof material.

I also can't see how any tech offical would see an issue with that.

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