

Engine Related rules Changes (1-3)

Posted by joepaluch - 07 Nov 2009 23:28

These are PROPOSED changes gather from the various discussions. Use this area to further discuss these. Based on the feedback we get the rules will be changed (or not) to reflect these updates. It is anticipated that some rules changes will NOT be accepted, but all are up for debate.

1 Replacement Pistons

The following OE Porsche pistons and aftermarket pistons are allowed 100 mm Nominal diameter. Overbore pistons (100.5 mm or 101 mm) from ANY source are not allowed

OE Piston Tol group 0, 99.980 mm Comp ratios 9.5:1 , 10.2:1, Cyl bore 100.000 mm

OE Piston Tol group 1, 99.990 mm Comp ratios 9.5:1 , 10.2:1, Cyl bore 100.010 mm

OE Piston Tol group 2, 100.000 mm Comp ratios 9.5:1 , 10.2:1, Cyl bore 100.020 mm

YYYY Piston PN XXXX, 100.050 mm Comp ratio 9.5:1,--- Only, - Cyl bore 100.070 (intended for repair only)

--- Note this spec is intended to be a tolerance group 5-6 effective and still much less than the first oversize piston. In fact first oversize is 100.480 mm and this is 100.050 mm. That 0.430 mm difference. To put in US units. Stock allows the piston to be 3.9362 inches to 3.9370 inches. This allows 0.0008 piston diameter range. The "repair piston" would be .0020 larger than Tol group 2. Thus allowing .001 machining per size. Note first over size would allow for .019 or just about .010 per side from tol group 2. This means this piston is 10x smaller than the first oversize. The performance impact from the diameter changes is nothing. The performance impact from close piston to cylinder clearances is unknown.

The goal is to develop a piston that can be used with lightly repaired blocks with the same weight and performance as stock. Over time the supply of good blocks may become limited and this may be required to maintain a supply of engine blocks.

2 Pump Gas

Cars may be required to add 5 gallons of fuel from a local source (Pump Gas). This fuel will be a standard road fuel local to the area with a minimum of 91 octane. Fuel may contain up to 10% ethanol and no additives or octane boosters may be added to or mixed with the reference fuel at any time. The

competitor is responsible for the cost of the fuel. A reasonable attempt will be made to add the fuel to an empty tank as to not provide excessive fuel weight.

3 Valve springs

Aftermarket Valve springs may be used when rebuilding the head. Spec?

(EDITED 11/9/09 to added in piston dimensions)

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Posted by 944sracer - 30 Nov 2009 12:35

1. No, supply of engines parts is fine right now. if we see an issue then we can start to look at other alternatives.

2. Yes, (if I read this correctly). A fuel tht is given to us will prevent cheating. Here is how: if you are chipped, running high compresion, or otherwise modifying your motor to gain more ponies this street fuel will more than likely cause your car not to run right (at best) or cause damage to your motor (at worst). IMO I think that if you cheating then too bad you got caught or your motor was toasted because of it. follow the rules and you hhave nothing to fear. Comments regarding the "extra" cost. You will be spending that money on fuel anyways so the cost remains the same. comments regarding OEM spec fuel - running a higher octane won't hurt these cars at all so no worries there.

If we take this a step further - have everyone put \$\$ into a group fuel supply that a race official buys, dye the fuel (different colors each day). you will then have a way to check if some one is cheating by adding additives (which we don't need unless we are cheating) also you have to damaged motor incentive not to cheat or punishment for those who do.

3. If the #2 rule is put into place how I understand it sure why not? The fuel rule will keep people honest.

I don't think there is a "cheating" problem but as the saying goes - "trust but verify"

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