

## 2011 Change Proposals - Data Aq(1 Items)

Posted by joepaluch - 27 Oct 2010 05:59

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These are **PROPOSED** Changes only based on driver and director suggestions. These two items are variations on the same theme. Please comment on each of the poposals as written here.

### 2011-7a) Data Acquisition with limited data sharing

**Proposal:** Cars at time may be required to install a data acquisition device (supplied by the series) to monitor and log performance on track. Parameters measured will be speed, and lateral and longitudinal acceleration. The full data set will become property of the series. The full data set will be supplied to the competitor and data consist of ONLY a speed vs position plot will be shared with all drivers. If a driver already has a system installed, data may be extracted from this driver owned system to meet this requirement. Tapering with data or data acquisition equipment will be subject to penalty. Data will not be used in 2011 for pass/fail compliance, but maybe used as guide for compliance inspections.

**Justification:** Gathering data over multiple drivers on multiple tracks will establish a performance baseline for 944 spec power levels. This data can then be used to identify possible outliers for power levels and more precisely direct subsequent compliance inspections. It is believed that data acquisition can spot performance trends, but may not be accurate enough to generate compliance quality hp numbers. For that reason data alone cannot be used in 2011 for strict pass fail compliance. Compliance will be passed on the strictly defined rules as noted. The sharing of limited speed vs position plots will limit concerns of cars seeming to accelerate away from others by being able to visualize the acceleration curves.

### 2011-7b) Data Acquisition with no data sharing

**Proposal:** Cars at time may be required to install a data acquisition device (supplied by the series) to monitor and log performance on track. Parameters measured will be speed, and lateral and longitudinal acceleration. The full data set will become property of the series. The full data set will be supplied to the competitor, but NO data will be shared with drivers (regional 944-spec directors and regional NASA officials will have access to the entire data set). If a driver already has a system installed, data may be extracted from this driver owned system to meet this requirement. Tapering with data or data acquisition equipment will be subject to penalty. Data will not be used in 2011 for pass/fail compliance, but maybe used as guide for compliance inspections.

**Justification:** Gathering data over multiple drivers on multiple tracks will establish a performance baseline for 944 spec power levels. This data can then be used to identify possible outliers for power levels and more precisely direct subsequent compliance inspections. It is believed that data acquisition can spot performance trends, but may not be accurate enough to generate compliance quality hp numbers. For that reason data alone cannot be used in 2011 for strict pass fail compliance. Compliance will be passed on the strictly defined rules as noted.

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