

## 2017 Rules Proposal Thread

Posted by dpRacing Dan - 31 Oct 2016 10:34

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Ok boys and girls, the time has come for us to propose/discuss/debate any proposed rules for the 2017 season.

NASA is already pressuring me to have the rules wrapped up in an unrealistic time, but we WILL need to expedite this this year. Let's try to keep this constructive. If you have an idea, please post it up on the thread, voice your reasons, and be prepared to have them dashed or supported. I will read all comments and hear all reasoning. I will ONLY do this here- no phone calls please. Emails are ok, but THIS is where we go to discuss rules. PLEASE keep this civil- I dont want any huge arguments to spin out of control. Lets all be grown ups, and keep this friendly.

Please remember, only rules that will increase reliability, or performance WITHOUT significant spending or changes will be considered. Remember EVERY change effects not only cars in your region, but EVERY car in the country running under these rules. I wont consider anything that cannot be quickly or easily done to EVERY car in the country competing (this is about 175 cars nationally). My main goal is to keep our cars as reliable and competitive as possible, without spending lots of money.

Ready?

Set.

GO!

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## Re: 2017 Rules Proposal Thread

Posted by norman#99 - 06 Dec 2016 14:05

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As for balance shafts, there is less vibration that comes from not running them than running them with the belts installed incorrectly. If some of you are having repeat issues with the leaks, double check that they are not 180 degrees off.

As for allowing aftermarket, if there isn't a performance advantage, why not???

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## Re: 2017 Rules Proposal Thread

Posted by rd7839 - 06 Dec 2016 14:31

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Well, to get the paart to work with the stock fuel pressure regulator you have to buy the \$573 kit?!!! Now I know the next reply will be that it's a small price to pay to keep from burning to the ground. I personally have had very little experience with cracked fuel rails, the only one I saw had the balance shafts professionally set but were still off.

As far as performance advantage, there very well could be. The kit comes with an aftermarket fuel damper that according to the manufacturer smooths out the pressure pulses better than the Bosch part and therefore adds smoother power delivery. Does that add up to higher horsepower as well? Let's see some dyno testing before we blindly say it's ok.

If it is allowed, it should have to include the fuel pressure gauge attached so we can all see if it affects it in any way

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## Re: 2017 Rules Proposal Thread

Posted by ChuckS - 06 Dec 2016 15:04

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Ron,

The \$573 kit includes everything. New Rail, Regulator, Damper, Lindsey Fuel Lines, T-Fittings, multiple AN adaptors and a tubing cutter.

The rail itself is \$170. Still expensive. It will need some more parts.

I think people who know more than I would need to evaluate the Marren Damper as well as what it would take to use our stock components. As we all know, buying anything from Lindsey entails a hefty profit margin on their part.

Maybe the rule should allow any aftermarket rail using only stock damper and regulator. Wording might need to say something along the line of "as long as no performance advantage ...." or something to that effect.

I think the desire is: something that does not leak or break!

BTW - I took my FP Gauge off after seeing one leak on a 928 and burn to the ground.

Maybe we can get Only944 to make one!!

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## Re: 2017 Rules Proposal Thread

Posted by 7sOnly - 06 Dec 2016 15:25

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We don't care what aftermarket rail. We just want one that doesn't leak. This fire cost our customer at least \$3,000.

7s Only would be happy to Dyno cars with and without an aftermarket rail back to back and share the results. Our only concern is safety.

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## Re: 2017 Rules Proposal Thread

Posted by rd7839 - 06 Dec 2016 15:55

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It's hard to argue with 7's only, they are a great shop and I'm sure they know more than the rest of us, I just want to make sure we aren't looking in the wrong spot before we say it's ok to spend a LOT of money to fix the wrong thing

We've had this discussion on here many times about racked fuel rails, and it almost ALWAYS turns out to be a balance shaft issue or motor mounts, a combination of the two and even a missing or wrong bolt holding the rail down.

These cars are still on the road(although less so these days), have been and are being raced constantly, and it's not that common a problem. Scour the internet and you'll read what's been said here,the balance shaft is causing it.

Having said all that, and in the interest of full disclosure I only have 2 nozzles on my fire system. One pointed at my feat and the other pointed at the fuel rail just in case it's NOT a myth!