

## Ground Control Coilover Question

Posted by 1M Fan - 17 Aug 2012 06:54

---

I'm wondering if these are legal in 944 Spec class if a standard valve strut is used.

[www.ground-control-store.com/products/de...on.php/II=672/CA=219](http://www.ground-control-store.com/products/de...on.php/II=672/CA=219)

=====

## Re: Ground Control Coilover Question

Posted by Sterling Doc - 18 Aug 2012 05:51

---

Welcome! Are you in the process of building a Spec car? If so, let us know where you are located, so we can help along in the process.

Unfortunately, the assembly you mention has several differences from stock, and is not sold as an OEM equivalent part, and is therefore not legal. The description touts stronger construction, and reduced droop, both of which make it fall outside of the rules as currently written.

We have not seen strut housing failures, so I would save you money and just get the coilover kit, and and Koni inserts offered by Paragon, and others.

=====

## Re: Ground Control Coilover Question

Posted by 1M Fan - 18 Aug 2012 19:16

---

Thanks for the information. I thought they may not be legal, but wanted to ask. I'm in Memphis, TN and new to the 944 Spec series. I recently purchased a car and I'm in the process of getting it ready. I hope to get my competition license next year. I plan to use the 944 for DE events until I get my license.

=====

## Re: Ground Control Coilover Question

Posted by Sterling Doc - 18 Aug 2012 20:34

---

Awesome!

The Mid-South, and SE regions are growing like crazy!

-Eric

=====

---

## Re: Ground Control Coilover Question

Posted by Steve\_M - 19 Aug 2012 03:53

---

**Sterling Doc wrote:**

Awesome!

The Mid-South, and SE regions are growing like crazy!

-Eric

As of yesterday, the Mid South has 7 cars in progress. We should have several of those racing next year, and the rest by the following year.

Pretty exciting!

=====

---

## Re: Ground Control Coilover Question

Posted by joepaluch - 22 Aug 2012 12:54

---

**Sterling Doc wrote:**

Unfortunately, the assembly you mention has several differences from stock, and is not sold as an OEM equivalent part, and is therefore not legal. The description touts stronger construction, and reduced droop, both of which make it fall outside of the rules as currently written.

We have not seen strut housing failures, so I would save you money and just get the coilover kit, and and Koni inserts offered by Paragon, and others.

Also rules allow strut/inserts to be only the listed part numbers. These are not those part numbers. Eric did provide further justification on they might be considered a "performance enhancement" over what is allowed in the rules.

=====