

## 2019 Rules Thread

Posted by dpRacing Dan - 23 Oct 2018 13:32

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Ok guys, its that time of year.

I'm hoping we can keep this one short and sweet.

Here's a few things on the docket;

1: Engine sleeving.

2. Rims (allowing aftermarket same-sized and weight as original but all new and non stock looking).

3. Short-shifters. Allow any?

THIS is the place to discuss any changes you may have in mind.

Please keep this discussion productive by refraining from insults or trash talkin. Lets keep in mind that whatever we change effects 150 cars in NASA nationwide- so whatever it is we suggest must be readily available, not excessively expensive, and a benefit to EVERYONE- not just you.

Ready? Set. Go.

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## Re: 2019 Rules Thread

Posted by AgRacer - 09 Nov 2018 07:52

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**dancing944 wrote:**

So the argument seems to be that a cap is insufficient because of the potential to affect the power curve. I think there could be a way to structure a rule that mandates some sort of curve. Spec E30 has a rule like this.

Everett

Exactly this. Of all the legal dyno charts I have examined, which is around 20 now that we have a compliance dyno travelling with us around the Southeast, there is always a consistent trend of peaks and valleys in the torque curve. The horsepower curve is generally a constant slope with a few variations but also has a couple small bumps right at the same time the torque curve does. Changes to cam, head, or tune or anything else are going to be noticeable on the dyno chart and reason for further inspection. I have a back to back dyno chart of an aftermarket chip versus OEM on a 944Spec car and they are not alike.