

## 2019 Rules Thread

Posted by dpRacing Dan - 23 Oct 2018 13:32

---

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.

=====

## Re: 2019 Rules Thread

Posted by dpRacing Dan - 24 Oct 2018 11:49

---

I agree with this KBD Bumper- this should be an easy one.

=====

## Re: 2019 Rules Thread

Posted by Lowco17 - 24 Oct 2018 12:11

---

My two cents.

Why not allow sleeving with cast iron sleeves. No change in pistons is required just different rings, which are available from Lindsey Racing at a similar cost to regular rings.

No need to change wheels.

=====

## Re: 2019 Rules Thread

Posted by Robbie - 24 Oct 2018 12:12

---

Ground Control camber plates adjust caster as well. I would hate to see them made illegal.

The blocks don't need to be resleeved, the Alusil can be replated. The guy who Dave Dirks used for machining when he did motors had the equipment to do this and it would make using blocks for longer, which is nice. Not allowing/developing a spec replacement piston with a 2 or 3 year grace period for people on the current rules is a mistake, IMO. I had a Dirks built motor let go after a season and a half because my piston failed and ruined my motor. Ruined the rest of my season.

=====

## Re: 2019 Rules Thread

Posted by dpRacing Dan - 24 Oct 2018 12:24

---

Good to know about the GC caster camber plates.

That explains about Dirks motors. But what about the rest of the country? Is anyone else able have this done locally?

We probably build more 944 Spec cars than any other part of the country out here (Midwest/Great Lakes). We have people that supply us engines that specifically only break down and part 944s. I've been in this series since 2011 and I can tell you it is getting harder and harder to find good core blocks. The last score of engines purchased showed only 1 good block out of 5 complete motors. These are not small items to ship either- like a cam tower or head. We need to be cognizant of whats happening everywhere in the country.

I'm not sure we have to find the solution this year, but it IS becoming a real problem.

=====

## Re: 2019 Rules Thread

Posted by Robbie - 24 Oct 2018 12:28

---

None of Dave's motors had this process done. Any shop that can rebuild a Vega motor can replace a 944 block. I don't know how prevalent it is. Unfortunately Dave's guy has passed on, so he's no longer available.

### **dpRacing Dan wrote:**

Good to know about the GC caster camber plates.

That explains about Dirks motors. But what about the rest of the country? Is anyone else able have this done locally?

We probably build more 944 Spec cars than any other part of the country out here (Midwest/Great Lakes). We have people that supply us engines that specifically only break down and part 944s. I've been in this series since 2011 and I can tell you it is getting harder and harder to find good core blocks. The last score of engines purchased showed only 1 good block out of 5 complete motors. These are not small items to ship either- like a cam tower or head. We need to be cognizant of whats happening everywhere in the country.

I'm not sure we have to find the solution this year, but it IS becoming a real problem.

=====