

## 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 AgRacer - 09 Nov 2016 05:45

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### **tcomeau wrote:**

I don't think anyone, including the dyno operator would dyno a car in anything BUT 4th gear, but let's add that to the rules.

A &quot;perfect build&quot; car is still within the rules.

Yeah, I thought that it was common knowledge that you dyno a car in the gear that is closest to 1:1 gear ratio. But, Im always for clarifying things to make it stupid simple, so lets say dyno in 4th.

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## Re: 2017 Rules Proposal Thread

Posted by Dead Horse - 09 Nov 2016 07:36

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I agree with Brian on the 88 pistons.....if they weren't an advantage they wouldn't be so sought after/hard to find. Can a HC motor be built to equal a LC? Yes, but why start off in the hole so to speak. Why wouldn't you start with the best option if it was readily available.

And have we not set a precedent for allowing the aftermarket piston with the addition of the new &quot;944 Spec approved&quot; DME? Its essentially (in my view as its seems to be just 3 of 300 original parts-case/connector/flywheel chip) an aftermarket DME. And it is based of the highly sought after 88 DME.

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## Re: 2017 Rules Proposal Thread

Posted by KJZ78701 - 09 Nov 2016 08:27

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LOL Perception is reality. Attached is a picture of the 944 pistons. PLEASE PLEASE PLEASE, post weight numbers if you have them for both sets of allowed pistons and wrist pins.

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## Re: 2017 Rules Proposal Thread

Posted by KJZ78701 - 09 Nov 2016 08:30

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**Why wouldn't you start with the best option if it was readily available.**

Please define best.

**And have we not set a precedent for allowing the aftermarket piston with the addition of the new &quot;944 Spec approved&quot; DME?**

WHAT???? Here is the rule:

***1. Only the stock genuine Porsche OE computer engine management system (DME) is allowed.***

Am I missing something?

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## Re: 2017 Rules Proposal Thread

Posted by KJZ78701 - 09 Nov 2016 09:49

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Ok, I found the other topic on the new DME.

1-Why are these things all over the place.? If that's a new rule, why is it not posted here?

2-Who is deciding these things?

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