

? Spec Piston and Exhaust ?

Posted by Karl @ ART - 20 Sep 2008 13:46

With the update / backdate rule is it safe to assume that we will all have motors with the higher CR 88 pistons at some point?

Would it be less expensive to have a spec piston allowed along with what's currently allowed?

Note that I will have to take about 0.040 off my 83's head to get in the 10.2 to 10.5 range if I keep my stock pistons. I don't even know that I can remove that much without an interference issue.

Also note that a custom piston could be made at 100.1 mm which would allow for many blocks with ring grooves to be honed back to perfect without sleeving or coating.

The Nationals illustrated that the HP limit in the Cup rules is flawed. At least one motor was built over the HP limit but was then brought back down with a restrictive exhaust. That yielded a car with equal HP but greater torque compared to the rest. I really don't believe they tried to exploit the rules, they just built the best motor they could and then had to find ways to tune back the HP. We've all heard the HP is for show and the torque get the job done. There are topics on this forum about exhaust size. Wouldn't it be easier and ultimately cheaper (less dyno tuning) if we had a spec exhaust?

I know this is troubling to some of you, but as numbers grow so does the spending to get to or stay at the front. The more parts the directors of this series can spec the tighter the racing, the less complaining and the less we all spend.

Thoughts.

Re:? Spec Piston and Exhaust ?

Posted by joepaluch - 29 Sep 2008 23:35

Karl.

The 944 NA motor is already an interference design. So the only time the valves will hit is when the t-belt brakes or you rev it to 10k+ by getting the wrong gear on the a downshift.

Eric,

that 4 hp is reather interesting.

Consider this.

last year Comat made 139 hp. This year after back to back dyno at 4+ hp due to mods... Still 139 hp. So consider the dyno was 4 hp high last year.

So that 139 comes to 135 which is right in line with most motors. My low comp motor made 131 hp on dyno back in 2003 and then 134 hp on another dyno in 2005.

I really think the upper 130's were a bit optimistic with more cars down near 130-135 hp.

Also if you really want to see the real hp differecnce try to plot the curves. I have seen peak hp numbers not really tell the story in how a motor performs.
