

**pump gas ...**

Posted by SvoChuck - 29 May 2009 12:53

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93 octane or less regular auto pump gas . Some cars might be using race gas to gain an advantage or fuel a need for higher compression.

Thoughts ?

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**Re:pump gas ...**

Posted by mcmmotorsports - 29 May 2009 23:39

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Absolutely! Positively!!!

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**Re:pump gas ...**

Posted by Weston - 30 May 2009 00:49

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Yes, this would help even the playing field by reducing the benefit of tinkering with things on the dyno. I plan to test some of my theories with my datalogger and see what I can get out of these engines (and possibly more octane)... I just need Chris to find his wideband so that I can deal with the fuel ratio variable.

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**Re:pump gas ...**

Posted by SvoChuck - 30 May 2009 03:37

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Wide band is on the south side ....

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**Re:pump gas ...**

Posted by Big Dog - 30 May 2009 05:43

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I had my car dyno'd and the guy had me take out the mix of 91 and race gas and retested with just 91. It made MORE power with just 91. His point was that our cars are lower compression, octane slows down the burn to help contain detonation in high compression engines and actually takes power away. He proved it with before and after runs. I know some guys believe it increases power but ???

I do now run some race gas, expecially on hot days, to help prevent detonation after killing an engine with 87 gas.

If it doesn't add horsepower, let folks do what they want.

Big Dog

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### Re:pump gas ...

Posted by Weston - 30 May 2009 10:32

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For a 944 that runs properly on 91 octane, using high octane race fuel should do as you said and reduce power. The trick is that octane really does more than just prevent detonation... The slower burn rate also makes it advantageous to run more spark advance, which gives you a longer burn and more power. That's not easy on a 944, and our class rules make it even harder, but it's still possible if you're determined.

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