

## **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 Sterling Doc - 31 May 2009 12:42

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It's not just octane that's at issue. There are all sorts of exotic fuels that could make more power - just ask the Spec Miata guys - hence their "P.O.G." (plain old gas) campaign. I suport some sort of gas pump gas regulation. 87 octane may be an issue, but premium should not be with a legal motor.

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## **Re:pump gas ...**

Posted by Weston - 31 May 2009 17:37

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### **Big Dog wrote:**

I believe our rules prohibit changing the timing?

Most common and direct methods (DME remapping, offset cam keys, etc) are clearly illegal, and the FQS switch wont advance timing either, but there are several different stock DME programs out there (update/backdate rule), and there are a number of other variables involved in DME operation too.

I will be doing some testing with a datalogger and a wideband to see what I can find. I just wish I had a way to log actual ignition timing while running the car at full throttle... that could really clarify things pretty quick.

### **Sterling Doc wrote:**

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ask the Spec Miata guys - hence their "P.O.G." (plain old gas) campaign. I support some sort of gas pump gas regulation. 87 octane may be an issue, but premium should not be with a legal motor.

Yup, good point.

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## Re:pump gas ...

Posted by GaryM05 - 01 Jun 2009 01:32

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Yeah, non-POG is a big problem in the Miata class - in addition to the HP issues, lots of those guys complain about the bio effects of driving behind somebody running non-pump gas (watery eyes, burning throat, etc. from the emissions of a car in front running non-POG.) It would be nice to not have to worry about that in our class, while learning another lesson from the Miata guys who have gone through this before us.

If we were to do a rule requiring POG, we would likely also need a way to police it. So, we might need some kind of fuel test port requirement, along with a reliable testing method (chemical kit, etc.)

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## Re:pump gas ...

Posted by joepaluch - 01 Jun 2009 01:46

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### Big Dog wrote:

I believe our rules prohibit changing the timing?

Is that correct, Joe?

Jim

Yes,

Must be stock.

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## Re:pump gas ...

Posted by Big Dog - 01 Jun 2009 02:52

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If there was a gas rule, we would need to have something like the SCCA fuel sampler port and test stuff to check it at the track. The port does cost some money to install.

One option would be to allow any street pump gas and any "standard" race gas but prohibit anything else.

From what I understand, the exotic stuff does have odors associated with it. If a car is protested, a fuel sample can be obtained without a fuel sampler port, it is just a little more trouble. I would think that this has NOT been a problem in our class, to date. With that said, limit the gas as I suggested above, no fuel sampler port, and get a sample if someone protests a car's fuel. I would guess that we would not have any protests as our class seems to be intent on staying inside the rules so, simply mandating pump or race gas would be enough to stop anyone from playing with the exotic fuel additives.

My 2 cents.

Big Dog

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## Re:pump gas ...

Posted by Weston - 01 Jun 2009 05:44

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Fuel additives are technically banned by the CCR, but the ability to use any "commercially available" gasoline or E85 really undermines that. So, I can't just add whatever I want to my fuel, but I can still buy fuel from a distributor who has done that for me. VP Racing SR1 fuel would be one example... it's only 91 octane and is designed around SCCA fuel rules so that it "produces more power than any other fuel that has to meet these rules";

NASA's CCR does not have those restrictions, so we could even have people going further and using their more aggressive blends. The NASA Spec Miata rules have been changed to keep this under control... I think we should copy them.

"12.8 Fuel (Effective October 1, 2008)

Fuel usage is restricted to unleaded gasoline commonly found at retail pumping stations (Shell, Chevron, Citgo, etc.). Octane is limited to a maximum of 93 (R+M)/2 as labeled on the pump. Race fuels such as, but not limited to, ERC brand are prohibited. All fuel additives are illegal, per the CCR. Note- event supplemental rules supersede this section.&quot;

We can really learn a lot from Spec Miata, for this issue, as well as others. As our class continues to become larger and more successful, we're going to have more people looking for an edge and we need to keep that reasonably under control. I don't have any reason to believe that anyone is cheating, but there certainly are ways to get more out of the rules than intended.

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