

Great NEWS ! about 944-spec's LARGEST REGION

Posted by SvoChuck - 30 Nov 2010 19:39

RMR was talking about having a few extra rules to limit power or give a weight break to low power cars (like SP2 light in 944-cup) .

Well we are 100% "not going to do it" the National rule set is the RMR 944-spec rule set !

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Re: Great NEWS ! about 944-spec's LARGEST REGION

Posted by Sterling Doc - 01 Dec 2010 12:45

It occurred to me that this is all missing the greater point. If someone wants to spend lots of money to dominate a Spec class, get professional instruction - that's worth far more than a fresh motor, and can't be regulated.

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Re: Great NEWS ! about 944-spec's LARGEST REGION

Posted by AvantAddict - 01 Dec 2010 14:10

If all I had to worry about were drivers with "Fresh" motors, what you say is true. But when I watch some of the in-car video and see Traqmate data from this years Nationals and I see people that I know have strong engines gaining on a car on corner exit only to be outrun on the straight, no amount of driver skill can help in that situation.

That is the situation that our rules do nothing to resolve and from what I read on various posts about proposed rule changes, there is no true desire to fix.

I have no problem being out driven by someone who has spent money to make themselves the winning factor, but when drivers spend gobs of money to make their engines develop 145hp, which is more than a "Fresh" engine should develop, that's a problem! I can't compete with a driver who can outspend me by having a motor built that develops that kind of power!!! And to freshen an engine should cost less the the \$3-4k you propose. I know Dirks did mine for considerably less than that and even after raising his prices I don't think he charges that much. And, while I haven't put my fresh Dirks motored car on a dyno, I can guarantee you I'm not making the kind of power that was being made by some cars at Nationals this year!

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Re: Great NEWS ! about 944-spec's LARGEST REGION

Posted by Sterling Doc - 01 Dec 2010 14:30

Dave,

Give us a better solution, or please cease questioning our desire to make this class better. I am open to better *solutions*. If you have more concerns, lets take this offline, or I can call.

Without hashing all of the data over again, I've spent many hours poring over the data, and video, and it's no where near as clear cut as its been painted. No dyno at Nationals showed >140HP in a Spec car, at this time.

Dirks won convincingly with the same level of motor build you have in your car. He can do it, but it's impossible for you?

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Re: Great NEWS ! about 944-spec's LARGEST REGION

Posted by AvantAddict - 01 Dec 2010 15:30

Sterling Doc wrote:

Dirks won convincingly with the same level of motor build you have in your car. He can do it, but it's impossible for you?

Eric,

Don't you dare assume that David Dirks and I have the same level motor. Just because he built my motor doesn't mean they are the same!! If you don't realize that, shame on you! If you want to call me out on something, don't you dare do it publicly!! That is not what I would consider appropriate behavior from the National Series Director!

As for presenting solutions, I presented my solutions at the time to Chuck when he solicited them from the drivers in our region. As I'm not privy to all the conversations that went on amongst all the regional directors, I don't know where they went.

Don't worry Eric, this will be my last post on this topic.

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Re: Great NEWS ! about 944-spec's LARGEST REGION

Posted by Sterling Doc - 01 Dec 2010 15:51

Dave, not questioning your integrity, just the assertion. If my assumption that Dave's motors are typically within 4 HP or so of his 138 is incorrect, I apologize. Probably best to take this offline - eric dot kuhns at gmail dot com. Or we can let it rest, up to you.

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Re: Great NEWS ! about 944-spec's LARGEST REGION

Posted by JRichard - 01 Dec 2010 16:09

Help me out here...

I was way down on power at nationals combined with a bad waterpump I'm in the need of a fresh motor. My motor was a three year old "Pro" built motor by Exotic Motorsports in phoenix, and it cost \$3-4K all in. Nothing special, a valve job, rings rod bearings reassembly and things like rebuilding all the injectors and adding the things that would add reliability. Fresh rod bearings and a dyno run before last years nationals was 127hp.

So if I wanted the killer motor what would I do? The head could be shaved, or I could dump the whole thing and go buy a 107k mile 88 motor from another local racer and build it up. That would give me the automatic compression bump that shaving the head on the earlier motor will. I can go through and select a light group of factory rods. I can do a good valve job but its got to be a standard job, no "light porting three angle cuts. I can run clearances as loose as I want, which will give me less friction but the motor won't last as long. I hear tell of a lighter crank in the later cars, so that would save me some rotating mass, I'm not allowed to play with cam timing or grind, so all I could do is have a cam reground to factory standards... little tricks like port matching the gaskets and playing within the factory clearances are just good engine building... Where's the mystery here? If theres a silver bullet I'm not seeing it...seriously I'd like the list...I've always liked the simplicity of the 944spec rules, you can do it if the rules say you can, otherwise you can't:

cam timing? illegal (unless you use an old belt to retard the cam)

altering cam grind? illegal

piston lightening? illegal

boring the block and resleeving? no advantage over a factory block...

port matching, porting multi angle valve jobs? illegal

bigger valves? illegal

eliminating balance shafts? illegal

crank lightening? illegal (is there a lighter year for cranks?)

rod lightening? illegal (any benefit to running different combos of rod/crank/piston with different head?, an old ford trick is to grind and and resize the big ends, and deck the block to make up the difference to get shorter throw for more rpm but I don't see it helping a 44,a stroker would be better..)

Thinner head gasket? Longer plugs? anything to alter the static compression ratio is illegal and would be the easiest thing to identify...

Windage trays, knife edging cranks? illegal just the baffle is ok

Light weight oils? really? at your own risk...

DME is fixed, chips? illegal

AMF? I think you only loose power by messing with it...

Throttle bodies? illegal

Exhaust? no headers but this is a real potential but its always been free...

Blueprinting the injectors or matching them? not a bad idea for engine longevity and will effect power, a smart thing on any engine...

Help me out here, what specifically are people doing to make gobs of power? Any builder pro or not are dealing with the same physics...no voodoo involved. I really think there are too many generalizations, and if anyone thinks that somebody has some special voodoo, what the hell is it specifically?

I'm not being coy about this, but lets have specifics...

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