2011 Rules change Proposal HP limit 2011-8
Posted by SvoChuck - 04 Nov 2010 22:28

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proposal 2011-8)

Dyno Max HP limit 142.0 = (hp+tq)/2 on a Dynojet. Pulls done in 4th gear, SAE net corrections Smoothing factor (TBD). Rear tires and wheels must be legal during runs. - (Note other classes that use dyno's for limit will be consulted to validate all the dyno nuances to limit variablity.)

Justification: Prevent expanding the performance enevelop beyond the current demonstrated limit. This is being proposed as an upper limit to ensure future builds do not exceed the current performance levels. It is understood that continuing minor gains might increase effective hp output levels of the class. These minor gains while small in indivdualy can add up to noticeable gains. Such minor issues may also negatively impact the relaiblty of both engines an chassis. This overall limit will help to reduce the drive to make modificaions that sarafice reliablty for minor hp gains. Items such as super light weight engine and gear oils may increase wheel hp, but at the expense of reliablity.

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Re: 2011 Rules change Proposal HP limit 2011-8
Posted by rd7839 - 05 Nov 2010 18:31

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A couple of years ago we saw a car pull a 145 on the dyno at Thunderhill. That car didn't win, didn't finish second. I ran with him with my old engine that had one cylinder at 110psi and three at around 85-88psi. Was he cheating? I don't know. I doubt he was purposely cheating.

Now I have to dyno my car to check to make sure I'm not "cheating" at least once a season, probably more. I'll make more hp at Infineon in the spring, where the elevation is about 100 feet.Could I make 143? Sure. Then what, I have to plug the intake or stick a banana in the tailpipe. Summer at Thunderhill I might make 130. I'll have to check which will cost more money and take more time. Sounds like a great plan to me!

We haven't had an issue until this year and it seems a few people have gotten it in their heads that somebody is cheating. Name names if you have specific ideas or be realistic with yourself. Did you lose because somebody spent more? Maybe, but you'll never be able to police that. Did you lose because you weren't as skilled a driver yet? More than likely.

But I say, lets make a bunch of new rules, that always works out good!

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Re: 2011 Rules change Proposal HP limit 2011-8
Posted by Sterling Doc - 05 Nov 2010 20:38

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SAE correction will correct for temp & altitude. Raw numbers are *not* used for just the reasons you cite. Maybe the 145 HP # you saw was an uncorrected #? Clearly there are different and strong opinions on how much of an issue is out there, and balancing all the viewpoints requires compromise. This one is pretty painless in reality.

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Re: 2011 Rules change Proposal HP limit 2011-8
Posted by Sterling Doc - 05 Nov 2010 20:39

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SAE correction will correct for temp & altitude. Raw/uncorrected numbers are *not* used for just the reasons you cite. Maybe the 145 HP # you saw was an uncorrected #? Clearly there are different and strong opinions on how much of an issue is out there, and balancing all the viewpoints requires compromise. This one is pretty painless in reality.

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Re: 2011 Rules change Proposal HP limit 2011-8
Posted by cbuzzetti - 05 Nov 2010 21:45

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Any body out there have experience with variations from dyno to dyno?

Has this been logged in any region?

Can some dynos read higher than others with the same car?

It appears this has happened today with my car.

My car dynoed above the 142 benchmark at Buttonwillow with a lower compression head than I had at Miller.

Not to sure this dyno thing is a great idea. Do I now just have to find a dyno that will read low to make my car pass inspection?

I think if the directors carefully read what the racers have written about all these new proposals they will see that most do not think they are needed. ARE YOU LISTENING?

We already have a process in place with NASA to protest a competitor if we think his car is out of compliance with the current rule set. Is this system not working?

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Re: 2011 Rules change Proposal HP limit 2011-8
Posted by Litespeeds - 05 Nov 2010 23:28

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Is there any way to set up a minimum car/driver weight with maximum HP scale? Let's say you can cap the maximum HP to 145hp but that car will have to carry extra weight so the minimum after a race will be 2,750 lbs car and driver?

Is there a ratio that will be fair for horsepower and weight? For each 1 hp, you need to put on 10 lbs?

That means if you have a car that dynos only 130hp, you can drop your car down to 2,600 lbs.

This could be done for those who race locally as everyone could dyno their car on the same day and place but how would you do that for visitors? I think this new change would be very difficult to enforce.

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