

2011 changes?

Posted by JB3 - 06 Sep 2010 22:45

Is there intended any discussion of possible changes for the coming year (2011)?

John

=====

Re:2011 changes?

Posted by SvoChuck - 24 Sep 2010 13:46

rd7839 wrote:

The honor system is fool proof; only fools will cheat!

That is AWESOME . I have never heard that before.

=====

Re:2011 changes?

Posted by norman#99 - 24 Sep 2010 15:29

I don't think or at least I don't want to think anyone is cheating, maybe you can get 145 hp out of these cars by using every legal advantage. That is why having a maximum hp limit would fix lots of things, but mostly it would create equal cheaper racing.

=====

Re:2011 changes?

Posted by cbuzzetti - 24 Sep 2010 15:35

Well said Ron, this is for a plastic trophy not a million bucks.

A lot of you think I have a Milledge motor but I am running the motor that came with that car. It was built by steve Rusikof in so-cal. It did test right at the limit of compression. It does run well, it cost \$3,500 when new (rebuilt) 3 years ago.

The dyno results at Miller were inconsistent. I had a 6 hp variation over the 4 required dyno sessions. I also had a 6 lb weight discrepancy at Miller. I just ballasted for the worse possible situation.

The fast drivers will always be at the front of the pack. Doesn't matter what car they are driving. It takes great setup, a fast car, a solid driver and luck to win the big races.

Tyler could have easily won that race if he had got through T1 in second or third. Bad luck on his part.

Oh yeah I forgot to add that my car is for sale. No really!!!!

=====

Re:2011 changes?

Posted by JB3 - 25 Sep 2010 11:58

norman#99 wrote:

I don't think or at least I don't want to think anyone is cheating, maybe you can get 145 hp out of these cars by using every legal advantage. That is why having a maximum hp limit would fix lots of things, but mostly it would create equal cheaper racing.

Like Yogi said, "deja vue all over again"...

Assuming you (the editorial 'you' - not you personally) are wanting to limit those with 'built' motors; any one with a built motor can and will spend the time on a dyno to get right up against whatever limits are set. Perversely this makes it HARDER and MORE expensive to 'keep up'. Because you will find yourself not only thinking you have to get a built motor but then needing to spend \$1k in dyno time to get it just so.

=====

Re:2011 changes?

Posted by cbuzzetti - 25 Sep 2010 12:50

If you specifically limit HP then cars will be tuned to the maximum TQ with exhaust, fuel mixture etc. Again more dyno time.

More rules will be bad. IMO

=====

Re:2011 changes?

Posted by norman#99 - 26 Sep 2010 00:38

Joe P said "we are only 2 or 3 hp apart from each other which is no big deal", I agree 100%. Like I said, earlier, 5 hp is fine with me and fair for everybody because you can for the most part affordably find 5 hp if your at 130 and with a good set up and driving, you can beat a car with 5 more hp. I am sure there is a limit were even a pro driver won't be able to keep up.

It sounds like first thing is first, is there a substantial difference in power to weight in spec? If not, why are we talking about this?

2 or 3 have voiced their dislike on a the max hp idea and I am a bit slow, call it A.D.D. or what ever, I still can't understand how this would be a bad thing in a class that bosts equal racing??? Please type slowly so I might grasp it.

Oh, I did understand the money issue on dynoing to get to a certain hp, but I know getting a car to a 140+hp has got to cost more than a few dyno runs trying to find 135 or what ever that number should be. So please, no insults to inteligenence or the lack there of.

Again keep it simple for me, why is equal power in all cars a bad thing, this has nothing to do with driving, set up, new, old or junk yard motors, again thanks for understanding my handicap.

=====