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Posted by Sterling Doc - 13 Oct 2010 10:33

At our last 3 day event, we had a ton of track time - friday T&T, 2 enduros, 2 sprint races, + several HPDE sessions thrown in. I personally put in 100's of laps (burned 50 gallons of fuel!). The MW guys used this as an opportunity to gather some data on various configurations on a spec car. While I still have to dig through some o the reams of data, there are some concrete observations I can make on the data I've seen.

The track (Putnam Park), is a handling/grip intensive track with the track record a 1:22.64 ,for reference.

The best lap of the weekend was set in qualifying = 1:22.7. This car was on Toyos that started at 5/32nds, and had around 20 heat cycles, and were down to about 2/32nds tread (tires lasted 2 more days, including a 100 mile enduro). This car later dyno'd 132/133.

Same car made dozens of laps carrying passengers, varying from 175-220lbs of "ballast." The best time with a passenger on board (180lbs), was a 1:23.1. As there were many laps in both configurations, with a consistant driver, this data seems pretty solid. 180lbs of ballast = 4/10ths at this track.

Put new, full tread Toyo's on the same car. Best lap was 1:25.1. The car was much harder to drive - felt quite soft in turn-in and hard to place as accurately, especially in high-speed corners (which this track has a lot of). So full tread, vs. optimal (worn in) RA-1's was just over 2 seconds!

Car dyno'd at 132HP/133/TQ. Car that dyno'd 138/137 has been mid pack all year, running 1-3 seconds off the pace, depending on who was driving it (rental car). Hard to make much out of this, d/t the variety of drivers in it. Unfortunately, it was rented for HPDE this weekend, and did not get in the hands of the reference driver this weekend.

More to come, a	as a go through	Traqmate data		

Re: What makes a Spec car faster (and slower)? Posted by Sterling Doc - 13 Oct 2010 19:53

Here's the dyno of my car - you can see the choppy HP curve. The 3 pulls varied by about 5 HP, as well.