

Perplexing Dyno Results

Posted by afonseca - 04 Aug 2015 16:03

As a follow-up to my [WSC experience post](#) , I thought I'd share my dyno sheets with the group for a couple of reasons. One, for transparency to support my previous statements on the numbers I observed this past weekend and two, in case anyone has insight on what this might mean as I'm at a loss.

In the dropbox location linked below, I am sharing dyno results from MCE as follows:

Within 944 spec limits:

May 17, 2015 - Auto Club Speedway

July 31, 2015 - Laguna Seca

No changes were made to the car between July 31 - August 2nd.

Outside 944 spec limits:

August 2, 2015 - Laguna Seca

August 2, 2015 - Laguna Seca #2

There's also a comparison between the Friday run and the first Sunday run:

August 2, 2015 - Laguna Seca Friday vs Sunday

www.dropbox.com/sh/z491lky94gj6rv5/AADrc...twZiKix2dNUljua?dl=0

If there are any dyno guru's out there that can help shed some light on the above I'd appreciate it as I'm starting from ground 0 in terms of dyno knowledge here. The only uninformed observation I'm able to make is, the runs that look "squigglier" result in lower power vs the smoother looking runs. I also observed the same when seeing Dan's runs where he produced similar numbers just in the opposite order (high on Friday, low on Sunday).

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Re: Perplexing Dyno Results

Posted by afonseca - 05 Aug 2015 20:14

Sterling Doc wrote:

Alberto - it looks to me like your 944 may not have been very well warmed up on the test runs. Each dyno pull gained quite a bit of power (>2HP, and climbing) - indicating it was getting stronger as it ran more. When you see this in testing, you can't assume the motor has reached it's potential. We use thick oil, and the gearboxes also sap more power when cold. This is why the rules are written to allow pulls until the motor's output stabilizes. This may take a while, and we have seen 944's in particular gain power as they get hot over the years of testing...

Both on Friday and Sunday there was a bit of a wait at the dyno and both days I was actually in the car keeping it warm and watching temps and can say they were very close. I recall Tim mentioning he thought the car's water temp was running hot but that's what it looks like on track for me.