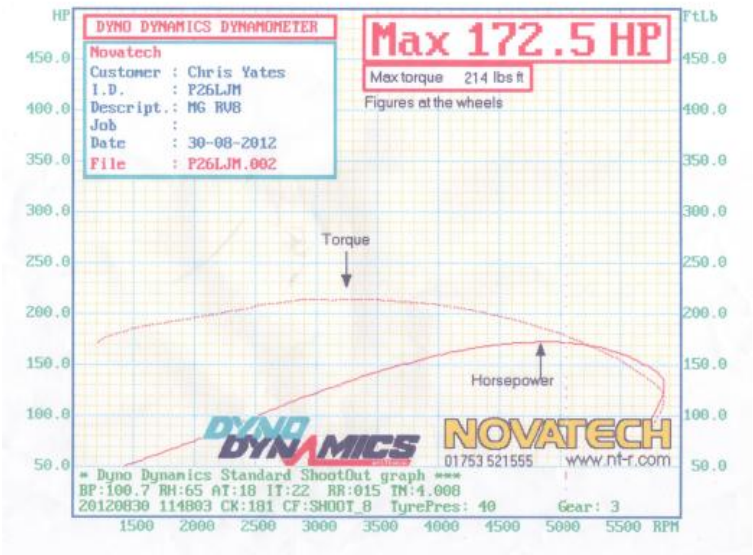
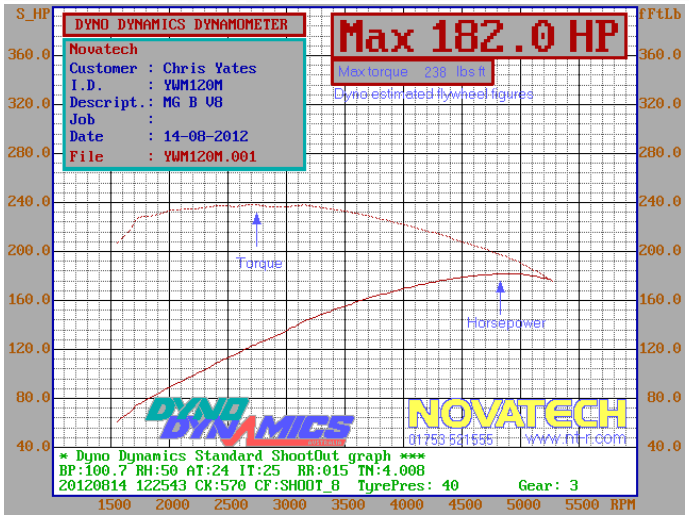
Results of dyno sessions with an MGV8

Simon Austin launched a V8BB thread following a dyno session with his RV8 in Canada. As the thread developed the V8 Webmaster encouraged fellow V8 members to send in the printouts of their dyno sessions so they could be posted to the V8 website. The link below will take you to the V8BB thread.
http://www.v8registerdata.net/viewreply.asp?id=3894&mtid=(1,2,3,4,7,8,9,10)

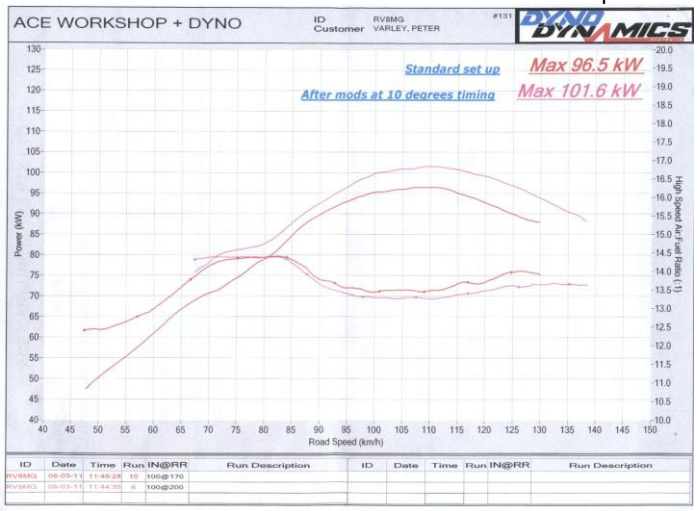
Chris Yates provides the charts for his RV8 and MGBGTV8 from his dyno sessions with Novatech in Slough.





Peter Varley says "I have attached a copy of the dyno results for my RV8. They show the differences (at the back wheels) between standard and with modifications. Unfortunately in Australia we measure Horsepower in KW,so I don't know how to equate this to BHP. Also the results do not show torque results but instead the fuel air mixture for emission control purposes. The modifications to my RV8 are: an Optimax Chip, FSE Power Boost Regulator (adjustable fuel pressure regulator), Magnecor leads, Scorcher distributor and an air pod mounted closer to the front of the car. I have since replaced the original exhaust with a single 2.5 " stainless system because the dyno technician said that "the original system is very restrictive". I have not had the car dyno tested with the new system but I was told to "expect a 10% increase in power". Here is a link to how the RV8 sounds now and what the system looks like.
http://www.youtube.com/watch?v=6u8lIbCZNLY

V8 Webmaster: the conversion factor is 1KW is 1.3410 hp.



Ralph Coulson, with the ex Roger Williams V8 Roadster, says "I attach graphs for my car, they show results from two runs, the first in 2009 and the second 2010. Novatech keep all results on file, therefore, if you return for further runs they can produce a duel graph showing the difference in performance as the result of modifications. Hopefully an improvement!

In the case of my V8 Roadster, I rebuilt the cylinder heads with new valves and springs, fitted RV8 exhaust manifolds in place of the 'hugger' type and carefully tuned the fuel injection and ignition. The engine is 3.5 Vitesse spec' on standard bore with the early analogue (Flapper) fuel injection. I believe the increased performance is largely due to the improved exhaust manifolds.

See Ralph's two charts below.

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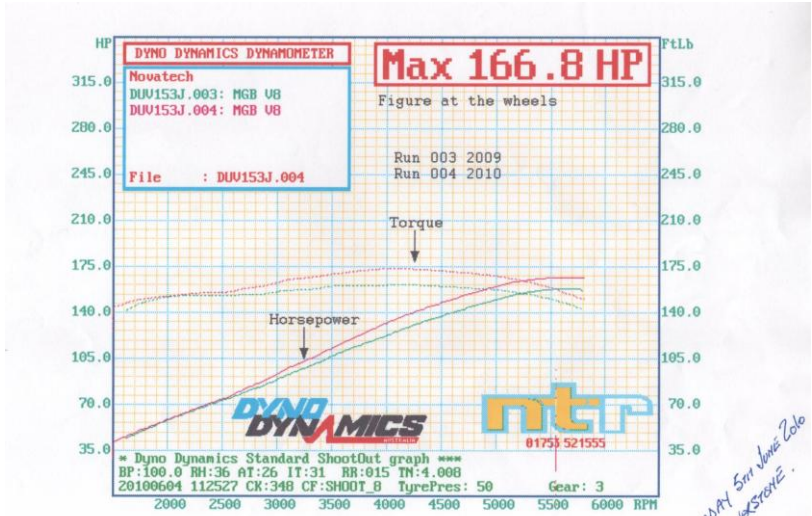
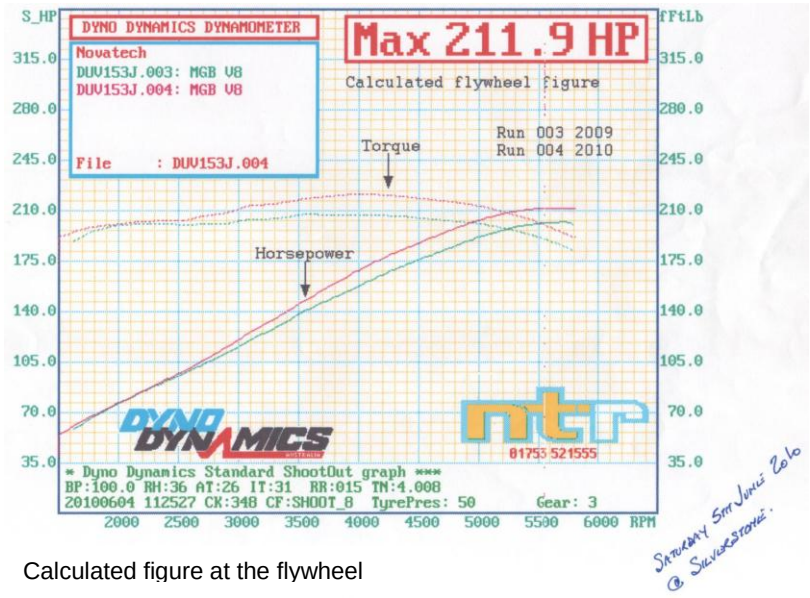
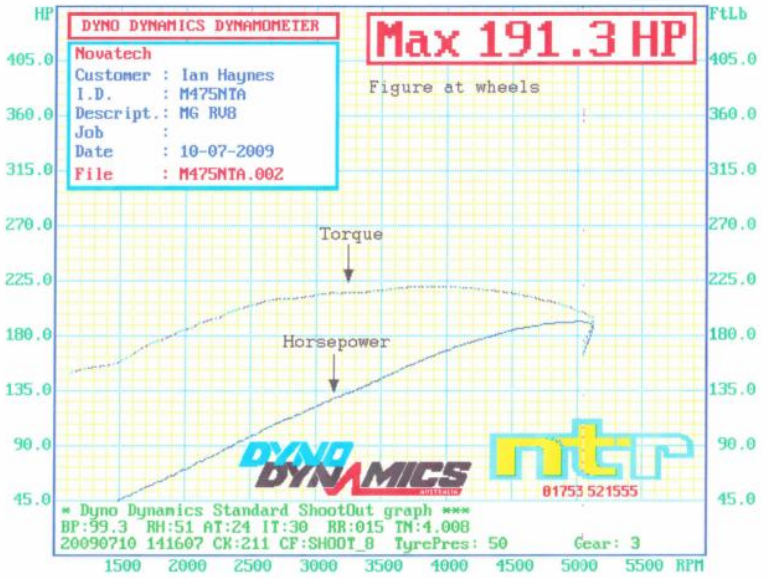


Recording at the wheels

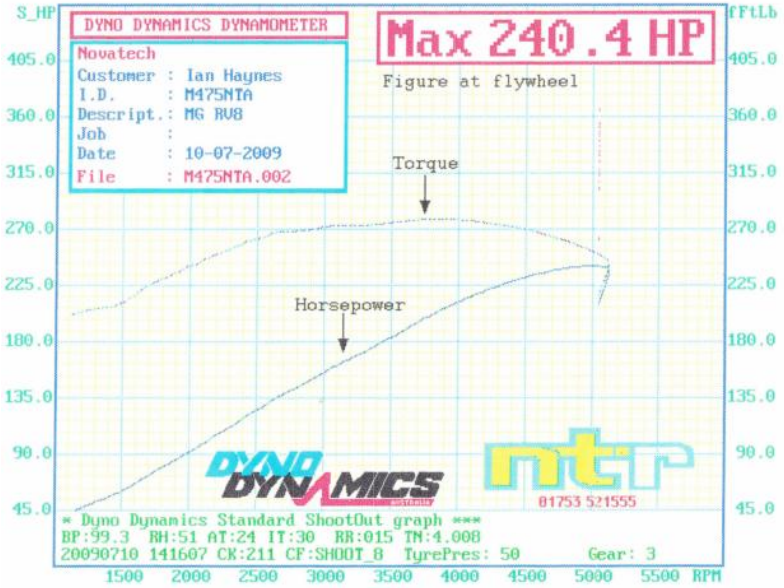


Calculated figure at the flywheel

Ian Haynes sent in the results (including a photo) of his 2009 Dyno Shootout at Silverstone. The car had the following variations to standard: an Optimax chip, Real Steel Viper Cyclone Cam, minor porting of the heads, a single box exhaust (Clive Wheatley), CAT bypass pipes (CW) and Magnecor blue plug leads.



Recording 191.3hp at the wheels.



Calculated figure at the flywheel

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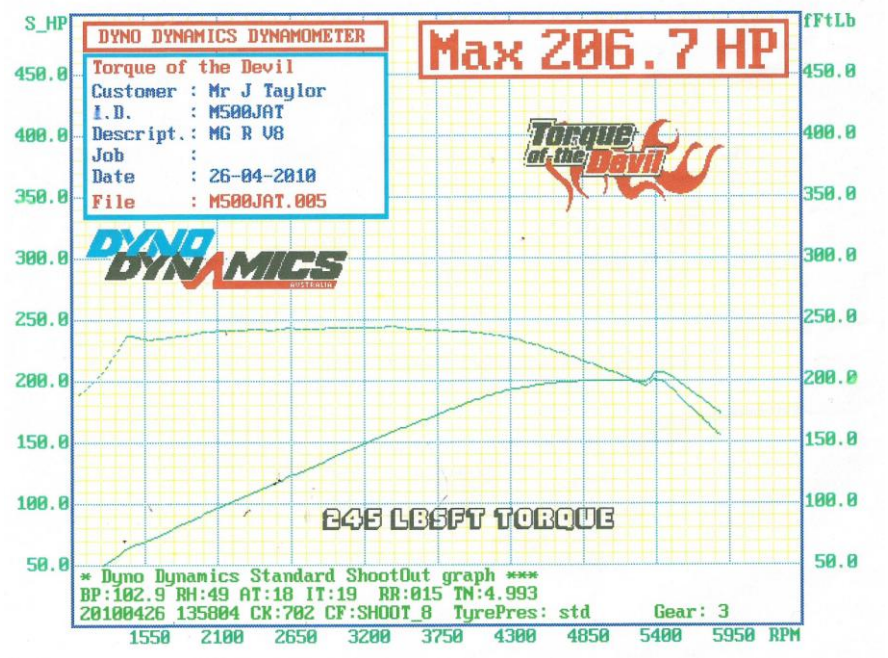
Ian Hayne's RV8 on Novatech's dyno at Silverstone in 2009.

John Taylor says "this chart was produced two days after receiving the TORNADO chip from Mark Adams - he recommended the rolling road in Uxbridge called Torque of the Devil."



Further dyno charts will be published as they come in.