

Engine Data		Intake Data		Exhaust Data	
Volumetric Efficiency %	104.0	Number of Valves	1	Number of Valves	1
Engine Bore size	4.065	Valve Head Diameter	1.940	Valve Head Diameter	1.500
Crankshaft Stroke	3.493	Valve Stem Diameter	.3430	Valve Stem Diameter	.3430
Rod Length C-C	5.700	Camshaft Valve Lift	.726	Camshaft Valve Lift	.726
Cylinders	8	Duration @ .050	280.0	Duration @ .050	285.0
Peak HP RPM	7200	Degreed CenterLine	103.0	CenterLine Length	3.200
Compression Ratio	11.46	Lobe Center Angle	106.0		

Race only Header

Power = Force x Velocity

Hood Scoop = no
 1000.0 = Density Altitude Feet
 10.132 = 1/4 Mile ET in seconds
 129.860 = 1/4 Mile MPH
 3330.0 = RaceCar Total Weight with Driver in Lbs.
 21.00 = Net Frontal Area in Sq.Ft using recommended SAE .85% Rule
 0.420 = Drag Coefficient [Cd]
 Weather HP Correction Factor = 1.029798

---- Various HP numbers as you cross 1320 Feet ----
 336.9 = Drive-Tire HP at 1320 Feet distance
 131.7 = Aerodynamic HP Loss at 1320 Feet distance
 34.4 = Rolling Resistance HP Loss at 1320 Feet distance
 0.0 = Ram Air HP gain at 1320 Feet distance

HP = 551.1 [SAE corrected to 29.92 Barometer, 60 deg F, 0.0% Humidity]
 [Engine Dyno Flywheel HP at 600 RPM/SEC acceleration test rate]

551.1 = RollOut Distance Launch HP
 1.742 = Maximum Launch GForce 5800.4 = Lbs-Ft Maximum Launch Force
 Recommended Drive-Tire Width = 11.2 to 14.4 Inches

Filename : CHEVY362.PMD

SS Chevy 362 cid 4.065 x 3.493 .013 Legal Stroker C-12 VP Race Gas
 #041x 1.940/1.500 Cylinder Heads 165.0 Intake Port Volume
 61.2 min Chamber Volume CC Q-Jet Carb Victor E Intake w/adapter
 Cam Motion Solid-Roller Cam 1.635 Springs Flat Top BME pistons
 3-Step Headers 1st= 1.750 x 14-15 2nd= 1.875 x 7.250 3rd= 2.000 x 8-9
 3.500 Collectors x 16.250 long 34 deg to 36 deg BTDC .030 Lash
 1.650/1.65 Rockers

made best of 585 Peak HP and 470 Peak TQ
 just about anytime of Year made 565 Peak HP to 575 HP with 465 to 470 TQ

Dyno tested on SF-901 Dyno at 600 RPM/SEC

set NHRA SS/IA Record 10.132 at 3330 Lbs. 2-Speed PowerGlide
 5800-6000 Stall, 5.86 gears , 14x32 Tires, 1968 Camaro

60 Ft= 1.330
 330 Ft= 4.058
 660 Ft= 6.377
 MPH = 105.86
 1000 Ft= 8.402
 1320 Ft= 10.132
 MPH = 129.86 let off slightly thru Lights

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---- BallPark 1/4 Mile Incrementals ----
[Note=> 60Ft, 330Ft, and 660Ft Times are near ideal Traction conditions]
- 0.189 =RollOut ET in Seconds 7.218 =RollOut MPH (at 12 inch Distance)
1.332 = 60 Feet ET
4.052 = 330 Feet ET
6.377 = 660 Feet ET
105.342 = MPH
8.415 = 1000 Feet ET
10.132 = 1/4 Mile ET
129.860 = MPH

Calculating HP (from the ET Slip), is used in PipeMax to get an Idea
of what should be the Volumetric Efficiency % Input in PipeMax
in this way, you would keep changing the VE% Input until
PipeMax's calculated [Low HP] value matches the HP from your ET Slip
now its possible to measure how much CFM the Cylinder Heads need to Flow.
This method is especially helpful if you have no Dyno VE% Data !

---- Helpful Hints ----
Square Feet = CarWidth_inches * CarHeight_inches * .0069444 * ShapeFactor
Normal ShapeFactors: Rectangle= 1.000 Circle= .7854 Triangle= .500

Society of Automotive Engineers SAE J1263 recommends = .800 ShapeFactor
.850 = Baseline ShapeFactor {recommended ShapeFactors= .800 to .900 }

Metric Conversion=> Square_Feet = Square_Meters * 10.76391042

Square_Feet = CarWidth_MM * CarHeight_MM * .00001076391 * ShapeFactor

--- Baseline Drag Coefficients ---
1.00 to 1.30= Man standing upright 1.28= Flate plate perpindicular to wind
1.14 = Prism shape 0.65 to 1.50= large Tractor/Trailers
0.65 to 0.85= Top Fuel Dragsters 0.40 to 0.70= Buses and MotorCycles
0.50 to 0.70= open Convertible 0.40 to 0.65= Pickup Trucks + open bed
0.55 to 0.65= Roadsters 0.45 to 0.60= Station Wagon + Vans
0.45 to 0.55= Comp Dragsters 0.45 to 0.65= Nitro Funny Car
0.50 to 0.55= Alteredds 0.40 to 0.55= large Luxury Cars
0.35 to 0.45= Alcohol Funny Cars 0.35 to 0.45= ProStock Bike and Trucks
0.35 to 0.45= Jr. Dragsters 0.35 to 0.45= older Sports Cars
0.27 to 0.35= modern Sports Cars 0.20 to 0.30= modern ProStock Cars
0.295 = bullet shape 0.13 to 0.20= experimental Concept Cars
0.070 to 0.50= Sphere shapes 0.025 to 0.045= airfoil shapes

Note=> don't forget to account for Front and Rear Wing Downforce settings

by adding a few .1 tenths to Cd values, especially in TopFuel Dragster