

## Re: Gasoline grade BTUs per gallon?

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- *From:* "K. Jones" <[shadetree1999@xxxxxxxxxxxxxxxxxxxxxx](mailto:shadetree1999@xxxxxxxxxxxxxxxxxxxxxx)>
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"Pooh Bear" <[rabbitsfriendsandrelations@xxxxxxxxxxxxx](mailto:rabbitsfriendsandrelations@xxxxxxxxxxxxx)> wrote in message <news:4477601A.B1ECBE3@xxxxxxxxxxxxxxxxxx>

"K. Jones" wrote:

Bill, would it be more accurate to say an engines can "*\*be built\** with slightly greater efficiency by utilizing a higher effective compression ratio"?

That's a diesel ! They have much higher compression ratios than gasoline engines and are therefore more efficient.

I didn't didn't mean *\*that\** much more compression. :) While a typical car might have a static compression ratio of 8.5 or 9:1 compression, diesels have in the order of 20:1 compression. I've owned and "wrenched" several diesel vehicles. Love 'em. Large part of a diesel engines efficiency has to do with no throttle plate, and lean idle/low throttle.

Saab's new bio-power gasoline engines that run on E85 are more efficient on ethanol by turbocharging at a higher boost pressure than on gas that utilises the higher octane of ethanol ( a bit similar to having a higher compression ratio too ).

AFAIK, on a typical, un-modified, car engine, as delivered by the factory, built to use say, 87 octane gasoline, you will see no "preformance improvement" by using "premium" (say 91 octane).....more likely less

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performance.

Less performance ? Why do you say that. It flies in the face of experience.

Well, I used to think that too. The experience of many years of racing, and the thousands of timeslip that proved me wrong. I kept a log for sometime, of track temperature, air temperature, relative humidity (dry bulb), barometric pressure, and wind speed for hundreds of passes over a couple of seasons (helps less experienced drivers dial the car better). Looking