

---

Subject: Re: '83 Cutlass

Posted by [Jeremy](#) on Tue, 20 Jul 2004 15:38:16 GMT

[View Forum Message](#) <> [Reply to Message](#)

---

>You never really consider mileage when you build something like>this. It's definitely no economy car, with mileage in the single>digits. I'm sure you have more than enough time and money in that car so that gas is a negligible cost by this point. Besides, you are getting a lot of entertainment value/gallon. There are 6000lb SUV's out there that don't do much better, milage wise, and I'm quite sure they don't put a big stupid grin on your face when you plant the loud pedal.>Setting up as a quarter-miler, I'd probably choose 4.11 or higher>gears and a single plane intake and a cam with longer duration. Yeah, I figured you had it set up as a street car. Kind of more fun that way, I imagine.>I'd also choose a lightweight rod and piston so the rod bolts would>survive higher RPM. Even the best ARP rod bolts enter the plastic>region at about 5200 on a big block Olds with iron rods, so after that,>it's just a number of cycles before failure. Wow. I had no idea it was that tight-kind of frightening really. I always figured the mass of the valvetrain would be the limiting factor. With 500 ft\*lb on tap, who needs to spin it that high anyway? Awesome car, thanks for sharing.

---