

A little reflection

Posted by Spidey - 2014/02/05 21:05

So, I've always aspired to have 4-500hp, whatever figure

I've thought about the mods etc and the way insurance in Ireland won't (pretty much) let you declare mods that would get you to 500hp. Or the few companies that would let you - the cost would be in the thousands every year to insure.

So, the way to do it would be to do it on the sly ...

Anyway, can't remember who i was talking to but the subject of insurance came up. If i was to be in a crash and they found undeclared mods - the medicals costs could end up in the tens, hundreds of thousands, even more. Do i want to strap my wife and two kids with a life crippling debt ? Is it worth the risk for the kudos of a dyno sheet ?

Or if i was to use the 500hp on the road ? That much power is enough to hugely increase the risk of a crash - no matter how good i (think i) am.

When i bring one of the kids out in my 2, i do a small "boost" on a safe straight. But, when i am out on my own, i push it a lot more. Am i being selfish for my kicks. Even if i don't have the kids in the car, it'd be a very selfish act if i passed away and left my kids without a father.

Anyway, maybe it's getting older - maybe it's wisdom - but leaning toward modding my car for cosmetic things - new paint job, new wheels, retrim interior, new soft-top, getting unmodified engine running 100%, just like when it came out of the factory etc. A perfectly running unmodified MR2 turbo is more than enough for some fun.

Just thought i'd share my reflections

=====

Re: A little reflection

Posted by ricky2 - 2014/02/05 21:15

I've been thinking along them same lines for awhile now but I've just fitted a CT20 :huh: I'll be happy with 280+ bhp.

=====

Re: A little reflection

Posted by Spidey - 2014/02/05 21:19

ricky2 wrote:

I've been thinking along them same lines for awhile now but I've just fitted a CT20 :huh: I'll be happy with 280+ bhp.

Ct26/ct20 - all "as Toyota intended" :)

I see you've the forged internals in your sig. I am still thinking about a rebuild - but i might go forged but just maybe 86.25" i.e. i'd be building it so that it's bulletproof and will last rather than a forged build for increased power.

=====

Re: A little reflection

Posted by cozy90 - 2014/02/06 15:06

to be honest I don't see the point in having so much power in a car as much as I love speed and power I find the standard setup is plenty even to bring it to 280-300hp would be plenty in my opinion, on the other hand you could have a crash in a 1l polo aswell as a 500hp car so I wouldn't really be worrying about that if its ur time u might aswell go in style ;) but your probraley better off having a car that looks good and runs 100%

did you ever get your car detailed? that's how I keep mine so shiny and like showroom condition it might not need a new paint job :)

=====

Re: A little reflection

Posted by Harper - 2014/02/06 21:33

This is why I will never marry or have kids. A life of compromise is not for me.

=====

Re: A little reflection

Posted by Rex Banner - 2014/02/07 08:19

I'm not assuming anything about your driving skills.

But I guess with that much power you have to take into account the risk of hitting someone else on the road and taking a life.

I think unmodified is the way to go mate.

Less is more, always has been. The MR2's that will survive the next 20 years are more likely to be unmodified ones. :)

=====

Re: A little reflection

Posted by st182r - 2014/02/10 23:26

Hey spidey. To be honest 300 bhp is plenty for the road and it will still give you plenty of thrills. I've driven a certain 450 bhp And it was scary the first time Especially when you look at the petrol gauge plus ya need a good road. It would be nice to have all that power but realistically you would never need it and its not worth the risk of insurance, guards etc. The cost to get that power isn't cheap especially when it goes wrong. All In all ya can't beat reliability. :)

=====

Re: A little reflection

Posted by Spidey - 2014/02/23 17:11

Thanks lads for input - completely agree with you all. Could off yourself in a panda, a 300hp MR2 or a 500hp MR2 - but you increase your risk of doing so when you push each of them to the limits. So, as a father - i'm wondering if i am being selfish getting my Need for Speed, whether it be at 80hp or 300hp.

I know there's a point at which you know you've gone past the "bit of speed" and into the "getting risky".

As far as mods to the car goes, definitely will just work toward the getting it 100%. Forged build still on the cards but just for sake of it lasting not to get more power out of it.

Guess i've decided my Spider is going to be more of a GT cruiser :)

=====

Re: A little reflection

Posted by Marty J - 2014/02/27 00:22

I totally respect all the above comments, but I am going to hold my hand up and say that I like the increase in power for the ability to give the car good acceleration.

A lot of modern average cars can keep up with the MR2 Turbo and I just don't like that thought.

I agree that excessive speed is not the way to go on public roads, but I do like the thrill of accelerating past slow moving traffic.

If money was no object I would buy myself a Lamborghini, but that doesn't mean I would be driving it at 200 mph. I would have one because of the acceleration.

So that's why I have gone for the modifications I chose.

Each to their own. :)

=====

Re: A little reflection

Posted by weeJohn - 2014/02/27 14:18

I have been in a similar situation to yourself for many years, ended up buying a car to commute and keep stock and having the bigger horsepower car as a luxury. I still got into the luxury and went for a blast, taking to many risks as normally happens as you never know what awaits round a corner and stopping from speed takes much longer than you expect. I dont care if you are the Stig or an F1 driver, there could be an instance when an accident will be unavoidable.

The thing that slowed me right down on the roads was going to track days, you get your thrills in the safest environment possible (if there is such a thing) with a lot of other like minded people. Over the years I have mellowed in my driving on the road, I still like to have a bit of power as its handy, but not to use off every set of lights or every b road.

Maybe its just an age thing, I stopped driving fast with passengers in the car a long time ago, after an incident went worse for one of them than it did me, but there are still other users on the road that you have to consider.

=====

Re: A little reflection

Posted by Tsporter - 2014/02/27 19:53

weeJohn wrote:

The thing that slowed me right down on the roads was going to track days, you get your thrills in the safest environment possible (if there is such a thing) with a lot of other like minded people. x2 so much more fun and safer. I've had countless spins on track, a lot from trying to kick the arse out and messing but do it once on the road and it could be bye bye car or worse...

=====

Re: A little reflection

Posted by Spidey - 2014/03/03 22:51

Completely agree with you Marty and WeeJohn.

If mine wasn't a soft-top, i might have brought it to the track. But, i've a ton of stuff to fix up before i can look at getting the car more rigid.

Brakes and suspension will be top of my list so that's it's as safe as possible for the roads.

I agree Marty - we are underpowered. Guess my ideal power might be 280-300hp. It's not so much the power but how i'd use it. I'd like it for a motorway blast overtaking - not be a metre behind someone chasing them on b-roads !

Ideally, i'd love a 2GR - V6 note, 280hp with a lovely powerband :)

=====
