

Enclosed is a chart that shows the different horsepower and torque rating on some of the engines used in pulling. I want to thank Billy Loftice for his input on horsepower ratings on some of the Chevys and Hemis. He has run a lot of the engines on his dyno that participate with the Outlaws. The rest of the information I got off various websites on the internet simply by searching for a particular engine by its name. There is not a lot of information on the Ford V-8 and Continental tank engines, but there were hundreds of articles on the Packards, Allisons, Merlins, and Griffons. I would also like to thank Fred Petsch for helping me understand how the turbines work and the horsepower ratings on them.

When you look at this chart and the other articles on the engines used in pulling you will see that almost all of these large industrial engines were developed because of World War II. You will also see why the Ford V-8 and Continental tank engines are not competitive in pulling anymore. All the rest are close to even in horsepower and torque in the stock applications with the exception of the Rolls Royce Griffon. I used the Model 58 Rolls Royce Griffon in the chart, as that is the engine that Wayne Longnecker has in his tractor. The horsepower ratings are as follows: Packard – 1500 HP, Allison – 1620 HP, Rolls Royce Merlin – 1565 HP, Packard Merlin – 1610 HP, and Rolls Royce Griffon – 2450 HP. That is an 830 Horsepower or 44% increase over the best of the other engines.

When you look at foot pounds of torque, the difference is even greater: Packard – 2250, Allison – 2180, Rolls Royce Merlin -2350, Packard Merlin – 2370, and Rolls Royce Griffon at 4700 ft. lbs. of torque. That is about two times greater than the other industrial engines in the class. When you compare this torque to the three Chevys with the limits we impose on them (8-71 blower at 43% overdrive), it is 1500 ft. lbs. of torque x three engines for a total of 4500 ft. lbs. of torque versus 4700 ft. lbs. of torque for the Rolls Royce Griffon. When you compare it to the two hemis with the limits we impose on them at 650 cubic inch maximum with 14-71 blowers, it is 1750 ft. lbs. of torque x two engines for a total of 3500 ft. lbs. of torque compared to 4700 ft. lbs. of torque for the Griffon.

The Rolls Royce Griffon has more torque than any of the other engines or engine combinations in the mod class, and this is in stock applications, during the 1940s, on regular octane fuel, in daily operations. This is before switching the Rolls Royce Griffon over to methanol fuel, fuel injection, dual mags, headwork, etc. while the chevys and hemis are already at the limits of the rule book. When comparing the Rolls Royce Griffon to the other industrial engines in the class it is a far greater difference than comparing chevys to hemis. That is why this is unfair competition.

Note: The different ratios and diameters of the intake compressor wheels in these industrial engines. The Allisons and Merlins range from 8.25” to 10.25” diameter compared to the Griffon at 13.4” diameter.