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## Why Are CompTech Acura NSX Racing Engines So Fast?

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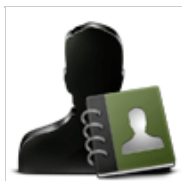
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Comptech is one of the premier race engine builders in the world. Comptech has had an array of championship motors in the IMSA Camel Light division, IRL (Indy Racing League) and SCCA among others. In 1992 Acura came out with a new sports car called the NSX. This new NSX was powered by a 3 liter vetec engine. With the advent

of this new engine Honda came to Comptech and asked if they would rebuild and run this new motor in the Camel Light series. This was the beginning of a rich winning history with Comptech and the three liter vetec Honda motor.

Soon, many of the street NSX owners longed for a Comptech powered race engine in their NSX. Thus, in the early 1990's Comptech was not only winning most of the races in the Camel Lights division on the race track but was winning the souls of the NSX owners on the road. It was bragging rights on the streets to have a Comptech powered racing engine in your street Acura NSX. Porsche's and Ferrari's were now trying to keep up with the new high speed, high torque Comptech NSX's on the street.

Later the Acura NSX increased the engine to a 3.2 liter. However, not happy with that, Comptech developed a new 3.5 and 3.8 liter Acura NSX engine that became the envy and need of almost every NSX owner. These newly developed Comptech engines were soon found on the race track and on the street. Many racing and street car magazines were raving about the newly build NSX racing engine.

Even today in 2010, Comptech is developing a new version of the popular NSX motor that will be even stronger and more powerful than before. We are not talking about ten or twenty more horsepower than the 1990's version, we are talking about a horsepower increase that is almost double than the original NSX engine. Yes, the word "doubled" was used. That is a racing engine that will compete with the best v6 engines in the world. This newly designed engine has been tested in some of the toughest racing series cars in the world. Though few have seen it tested, it was indeed fast and ready for a test on the race track. These hot rod engines presently sit at the Comptech facility in a secret location.

Anyone that wants to use this new technology in their NSX either on the street or on the race track can contact Comptech for further details. Though not all the secrets will be learned, you can still have your NSX again become the talk of the town.

Many people do not have an NSX but enjoy the thrill of having muscle under the hood of their car or street rod. Times are tight with a recession in full swing, people think very carefully where to put their money. That is why it is important to get the most bang for your buck. Cheaper is not better. In fact you get what you pay for and at Comptech we are not the cheapest priced but cheaper is not better. Keeping with Comptech tradition, a Honda CRX, Acura, Mazda 3 or 6, Nissan, Chevy, Ford, Dodge or any other type of engine can be built to run strong and fast if Comptech's hands are put on it. Comptech has won championships for Mazda in the Speed World Challenge Series, among others. Comptech is currently the only certified engine builder to dyno, tech and seal the Mazda MX-5 Cup

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(Playboy MX-5 Cup) engines.

Comptech is excited to work with Mazda to try to improve and build fast Mazda racing engines. Look for our name in the future tied in with some exciting new Mazda 3 and Mazda 6 racing engine technology that will continue to give Mazda an edge over the competition.

Many of the same staff and engine builders that built the Comptech championship winning engines are still working at Comptech in their new state of the art 19,000 square foot facility in Sacramento, California.

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#### About Fred

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