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DDMworks twincharges the Ariel Atom

by Jonathon Ramsey (RSS feed) on Jan 26th 2010 at 9:27AM



DDMWorks
Ariel Atom –
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for image
gallery

Because the Ariel Atom simply isn't mental enough and there simply isn't enough crazy in the world, South

Carolina-based tuners **DDMWorks** had to go and twin-charge it: a Borg-Warner turbo mated to a Harrop supercharger. An Atom weighs 1,375 from the factory, and with over 300 horsepower on tap, it's 4.6-pounds-per-horse allows the standard Atom to hit 60 miles per hour from a standstill in less than three seconds. Obviously, that's not enough...

So throw the instant-reaction combo of a supercharger *and* a turbocharger, and you've got 375 hp to play with and just 3.4-pounds-per-horse. If they do any more, it'll be faster than your reflexes. You can read about DDM's work in the presser after the jump, and check out the atomic Atom in the gallery of photos below.

[Source: **DDMWorks**]

PRESS RELEASE

430HP DDMWorks Twin-charged Ariel Atom Provides Incredible Power to Weight in a Small Package.

Piedmont, SC January 22nd, 2010 – The introduction of the DDMWorks Twin-charged kit for the Ariel Atom provides a powerful setup combining the best attributes of turbocharging and supercharging for one of the most fun cars on the road. Power to weight ratio is the name of the game here, and the twin-charged Atom has only 3.4 lbs per horsepower, a better power to weight ratio than a Bugatti Veyron or an Enzo Ferrari.

With the unique combination of both a supercharger and a turbocharger you get power on tap from the moment you touch the throttle and that power keeps going all the way to redline. The Twin-charge kit is carefully tuned to deliver maximum horsepower, while also keeping drivability and engine safety in mind. This combination of power, drivability and safety makes the DDMWorks Twin-Charged Kit unlike any other power adder on the market for the Ariel Atom.

The boost for the Twin-charged kit for the 2.0L LSJ ECOTec is accomplished with a Borg-Warner S256 Turbocharger working together with a Harrop HTV1320-LSJ. The Harrop HTV1320 supercharger uses Eaton's TVS (Twin Vortices Series) highly efficient rotor assemblies. This TVS technology is also used on the new Corvette ZR1 supercharger, and dramatically increases the efficiency of the supercharger. Boost control for the entire system is handled by a HKS electronic boost controller, Synapse blow off valve and wastegate. All the exhaust exits through a custom made 3" magnaflow exhaust. Tubing, manifolds and tuning for making the entire system work together is done in house by DDMWorks.

Power output is raised substantially from 230hp in the stock Ariel Atom to 375HP+ at the wheels, a gain of 145HP. Base price for the twin-charged Ariel Atom upgrade starts at \$6,500 USD installed with the TVS based systems and larger gains available with other options and configurations. The Twin-charged Ariel Atom upgrade is currently available with installation and tuning done onsite at our facility in South Carolina.

About DDMWorks:

DDMWorks is located in Greenville, SC and produces custom performance upgrade parts for Miatas, MINIs, Solstices, Skys and Ariel Atoms.

Reader Comments (Page 1 of 2)



Alex 9:32AM (1/26/2010)

A supercharger and a turbo and all they can cobble up is an additional 75hp? I feel like one or the other would be sufficient to add 75hp.

Still... that has to be mind-alteringly fast.



James Sonne 9:43AM (1/26/2010)

The press release actually says it adds 145 HP, not 75 HP, for a max of "430 HP" ... which I'm not sure how they come to. But whatever.



neoscape 9:55AM (1/26/2010)

There are different power figures being quoted. It looks like the stock car makes 300hp at the crank, 240 at the wheels, while the modded car makes 430hp at the crank and 375+ at the wheels.



Jim 12:08PM (1/26/2010)

It's on a 2.0L ecotec, so you're still limited a bit by displacement. That being said, the quoted article text also says the stock power output is 230hp, making 375 whp put out by the twincharged ecotec a

net gain of 145hp.



James Sonne 11:59AM (1/26/2010)

Well, with a vehicle this light I'm still surprised it can accelerate faster when you add more power. Probably owing entirely to the fact that the engine is over the rear wheels. I can't imagine this thing will be able to maintain traction and benefit from much more power, though. Of course, I'm surprised by this right now ... maybe this is why they quote weight to power instead of a new 0-100 mph time ... maybe the acceleration figures haven't actually changed very much. Seems like that kind of power would just be a chore in a feather-weight vehicle.

SkylineR34Racer SkylineR34Racer 9:33AM (1/26/2010)

I NEED THAT!!!!!! what would happen if they did this to the V-8 version coming out? 6.5 grand isn't bad but how much does it cost to get one here state side?



Throwback 9:34AM (1/26/2010)

At some point these cars do not need more HP. Their beauty is in their light weight and good HP. Where that HP limit is however is the question.



LiveandLetDrive 10:56AM (1/26/2010)

Quoth Mark Donahue: "It will never have enough power until I can spin the wheels at the end of the straightaway in high gear."

That is the limit, and nothing less.



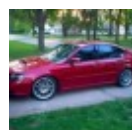
ToroQ3000 9:40AM (1/26/2010)

Video?



skablaw 10:39AM (1/26/2010)

point = ?

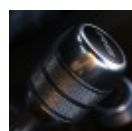


BoxerFanatic 10:39AM (1/26/2010)

I call for an SDR WR3 challenge.

The Subaru STI 2.5 liter flat four can beat 375 rear wheel horsepower with only a properly tuned upgraded turbo.

the clash of the tube-chassis titans! :D



zamafir 10:43AM (1/26/2010)

375? Don't care. There are faster, more entertaining, and more powerful atoms out there. I'll take mine with 400+ hp and a 'busa V8 that revs to the heavens. Everything else is just child's play.



ngiotta 10:51AM (1/26/2010)

Then you'll want to get on the waiting list for the Ariel Atom 500. I'll give you one guess as to what the 500 stands for.



BoxerFanatic 11:20AM (1/26/2010)

Hartley H1 V8 FTW.

I can't wait until the upcoming BMW touring motorcycle brings an inline 6 back to motorcycling... The engine that the BMW Concept 6 motorcycle showed a few months ago.

And then someone uses that ultra compact and light weight engine to create a V12, or better yet, a flat 12.

then, put THAT in a light weight sports car with a double clutch gearbox...

**zamafir 11:50AM (1/26/2010)**

@ngiotta - why? the prototype's for sale for tons less than ariel want's to charge. Had I the money, I'd own it right now.

**Harrison 11:02AM (1/26/2010)**

Any more power and this thing will go back to the future.

**B Tyler 11:27AM (1/26/2010)**

I'd want a roof over my head for this kind of money. No thank you.

**SILVER 12:15PM (1/26/2010)**

This is fairly significant....all Brammo ecotec atoms produced approximately 230whp regardless of the package we were sold, my 300 produces the same power as a 205whp model....so the increase to 375whp is ridiculous.....and the price makes it even more ridiculous that's CHEAP! friggen mirrors on the car cost \$500 bux, keep that in mind.

personally 375whp is more than the car can really use but bravo for doing it. 300-320whp is enough to spin the tires (A048's) at well over 100mph so let's be honest, that's the most usable power the rest is for fun or bragging rights.

**galant14b 1:09PM (1/26/2010)**

FWIW, I know Dave of DDMworks and he is a GREAT guy. He's worked on a few miatas that I've either owned or driven, and I've seen a couple of Saturn Sky's that have parts from his cars on them.

I would encourage anyone who's considering parts/service from DDMworks to go through with it. Dave WILL take care of you and while he's not the cheapest guy in the business, the level of service you receive will far outweigh any cost savings you may find with another vendor. The parts he offers are made of quality components and fit without a bunch of cussing and custom-fitting.

Disclaimer: I have no business connection with Dave or DDMworks other than being a satisfied customer.

**7egend 1:41PM (1/26/2010)**

What purpose does it serve? All the extra horsepower is going to give you is a higher top speed, provided the gear box and ratios will allow for it to go that high without hitting the rev limiter.

The normal Ariel Atom is already capable of hitting 0 - 60 in 2.8 - 2.9 seconds at the fastest, which is almost as fast as you can possibly accelerate a car due to the coefficient of drag.

I guess I am just missing the point.

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