

Singapore's Motorsports And Accessories Magazine

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Sprinting

An interview with Mr Flavio Taddei, International Sales Agent of Supersprint Exhaust Systems.

I had the opportunity to catch up with Mr Flavio Taddei on the 1st March 2005 while he was in town on a business trip. We arranged to meet up at Jeep Chee's office, Supersprint's sole distributor in Singapore. Mr Taddei showed me some insights and explained the inner-workings of the aftermarket exhaust system industry. *By Jackson Toh*

Eric Hong, Jeep Chee's Manager with Mr Taddei



Supersprint was founded in Italy and began operations nearly fifty years ago. A family run company, the management comprises of members from the Gilli family and personal friends of theirs. They first started by developing sports exhaust systems for continental cars but of late have been catering to some Japanese makes as well due to the surge in demand for aftermarket exhaust systems for various import cars.

"Supersprint provides a total package to improving a car's exhaust system, from the extractor to center pipe and muffler right up to the exhaust tip. Supersprint designs them, develops them and markets the finished product," says Mr Taddei. An improved exhaust system not only sounds better aurally but technically, a significant amount of horsepower is gained in every range of the powerband.

The secret to this marked improvement can be attributed to Supersprint's 100% inner free-flow system which allows air to flow right through unhindered for maximum delivery. Materials used in the manufacture of the exhaust systems are equally important, aluminum coated steel, stainless steel and chrome plated heavy duty tubes all help in resisting corrosion and rust thus ensuring the different parts are all working at optimum level.

Exhaust systems from Supersprint are available for more than 300 different car models but not all vehicles are supported, what happens when Supersprint is faced with a car model they have not made an exhaust system for? (Which happens pretty often.) Mr Taddei enlightened this journalist on the painstaking process of research and development of a customized system for any particular client.

"We first go back to our records and data to search for a similar make or model so that we can base our results and stats that have been recorded earlier, if the search is successful the R&D will work along those lines and customize a system that would fit the car accordingly," said Mr Taddei. "But if no records can be found, our technicians will then run tests on the car and record the various diagnostics before taking measurements of the car's stock exhaust system and heading back to develop a brand new system specifically just for the client."

That is just one extent that Supersprint goes to developing sports exhaust systems for the consumer market, and it is due to this tradition of meticulous development and production that have won various tuning and car companies over. Some of their biggest clientele include Sportec (VW/Audi), Hamann (Merc/ BMW/ Ferrari), Carlsson (Merc) and RUF (Porsche). Some car manufacturers have even requested Supersprint to develop exhaust systems for their cars as part of the standard feature.

Mr Taddei explained that Supersprint understands the requirements of stock low volume street engines differ greatly from high revving, high horsepower race engines. Applications on road races vary from off-road situations. Supersprint attends to each case individually thereby producing the best possible results. Customized road racing exhaust systems require hand made, thinned stainless steel piping to develop the highest and most efficient power from the lightest system. For rugged off-road use, Supersprint utilizes heavy-duty gauge steel for protection against rocks and gravel.

"Exhaust flow rates and velocity are considerably increased by Supersprint's designs while still

retaining stock OEM diameter tubes. However it is actual horsepower that could be lost through badly designed silencers or overly large diameter tubing. Properly designed exhaust components should be accurately tuned and suited to each particular engine by our engineers," Mr Taddei added. "A balance must be struck between lower back pressure level and flow rate to ensure optimum performance. When Supersprint develops a system for a new car, hand-built prototypes are made and extensively dyno tested, rebuilt and re-tested."

A combination of tubes and perforated cores with an outer diameter ranging from 32mm up to 76mm are utilized. Sports exhaust systems also take into consideration sound emissions restrictions. Supersprint's street legal systems meet the stringent requirements of LTA testing for quality, design, construction and sound emissions.

For best results, complete systems (header, center & rear muffler) must be installed to fully explore the potential within a car. For those who hit the tracks every weekend, catalytic converter replacing silencers and tubes are available for even more performance. These systems carry all gas metering devices just as OEM parts do and can be combined with straight center tubes for race car sound and performance.



Mr Taddei explaining the inner workings of Supersprint.



"Our exhaust systems are assembled as a whole package."