

Jan Feb 2009

Finally got all the parts to finish John Russos 373 small block Dodge, the new rocker arm spacers were made way too wide (an 1/8 of an inch) I had to cut them down to make everything work. Evidently this block was aligned bored sometime in its past because the new timing chain was loose. I had to get a .005 short set to fix it.

All three of our print ads are out in, RPM Magazine, Fastest Street Car and Drag Illustrated. They look great, we had April come over and pose with our Mustang and Karen did a great job designing the ads on the computer.

We took the Mustang to the all Ford car show at Silver Springs in Jan. we had to rush like maniacs to make it on time to get in, but it was worth it. That car attracted ALOT of attention, especially when we drove it in with open headers. We were sitting behind the car at the show when Karen gave it a name, J-LO, thats right just like Jennifer Lopez, pretty ass, very tempramental, and a real diva! Man that name fits, after all these years the car has a name.

Greg trailered his Fox body over for me to tune on, he started it on his own and after a few conversations decided to bring it here so I could set everything right. After he picked it up he's called twice to tell me how much more power it has now, instant throttle response and keeps on pulling way more than his other engine did. When I was finished with it I took it for a short test drive (it didn't have a plate) Karen chickened out and wouldn't come with me, she stood by the gate and told me she could hear it all the way to the gas station down the road and back (about 1 mile away!) Thats one nasty little LX.

I went to the PRI show in Orlando, it was packed , and I had a real good time. The highlight for me was meeting Andy Jensen at the Turbonetics booth where his Camaro was on display. In case you don't know who he is, his car is referred to as the giant killer, it's the quickest and fastest turbo car on the planet! It has an all aluminum 427 Chevy small block, single turbo and alcohol injected. He was extremely informative and friendly, and offered his assistance on any Big Power turbo engines that come through the shop. I also stopped by the Racehost booth and talked with Trey and Dave about improving the website, adding a testimonials page, splitting the galleries into customers cars on one page and engines on another, and adding a bunch more videos on the Badattitube. They had our website on display at their booth, that was really cool to see! I met with a couple of the magazines that we're running ads in now, and talked to a few suppliers. I saw an old friend Mark Shieb who now works at Bo Laws and was at their booth, I haven't seen him in 12 years except for the time I saw him on an episode of Pinks when he lost his blown Nova to the blown Vette of Dan Stroble (who I also know from Sarasota) that was amazing to watch 2 guys that I did machine work for years ago at 2 different shops in 2 different towns racing against each other on national TV!

Deans 347 is done, he got ripped off by another shop, they had his stuff for a year, charged him for stuff they didn't do and I had to correct the few things they did do. (wrong cyl. wall finish, wrong ring gap, etc.)

Tonys 400 Pontiac is done, it was just rebuilt but had NO power and was making noise, heres what I found: std. brgs. on a 010/010 crank, tight piston clearance and .002 taper in cyls, 3 exh. valves were .050 above the max. stem ht. no wonder it had extremely low compression in a few holes, Tony said it couldn't spin the tires no matter what. It will be spinning the tires now, I raised the compression, Tony bought a cam and intake from one of those mail order places (I broke his balls about that) while he's over bringing me some of his parts he told me about a guy he knows who just paid \$6800 for a 340 Dodge engine that spun the bearings after running less than a half hour, well it turns out the guy is someone I made a sales call on about a year ago and he told me "I'm tired of dealing with shops that don't know what the're doing, you are going to be my engine guy" well I was pretty stoked because he had alot of projects in the works and we talked about me doing 3 engines for him right off the bat! Anyway time goes by and I make a follow up call and get his receptionist and she says he'll call me back, of course he dosn't and I write him off as a bullshitter, now I'm laughing hysterically as Tony is telling me about how mad this guy is at this other shop and how he's going to drive this Dodge through their front window and I say "hows he going to do that with a blown up motor in it!" and now we're both laughing. Once the 400 is back in Tonys Trans Am we're going over to his shop and do a LOOOONG Smokey Burnout in front of his shop!

Rob Casey (Casey Built Race Cars) sent over a blown up Modified engine, not much salvagable except the block. He's not sure what we're going to build, I quoted him a Sportsman engine using this block and a set of World heads he already has. I've been quoting alot of engines so far this year (mostly window shoppers looking for power they can't afford) but you've got to take the time to do them because you never know which one will actually pull the trigger. One of my parts suppliers said he quotes prices all day long and only a few turn into actual sales, so I guess it happens all through this business.

We're doing pretty good so far, and hope to increase sales and exposure the rest of this year. Thats it for now, Tommy