

June 2008

Last month we started an Engine Dealer Program, so far here's who's on board:

Ladd's Auto Supply, Williston, FL
352-528-5111 Ask for Earl

Coast Chassis Design, South Daytona, FL
386-756-8001 Ask for Pete or Tim

RJ's Performance Supply, Sarasota, FL
941-929-9640 Ask for Ron

Dan Neuman Race Cars, Ocala, FL
352-629-1118 Ask for Dan

We are looking for a competitive race team, in any heads-up class, who's planning on running a full schedule of races in the NMCA, NMRA, ORSCA or ADRL. We will supply one of our engines at cost to the right team. Call Tommy if you're serious about this program.

Steve drove down from Tennessee and picked up his 340 Buick Engine, it's going in a 67 Skylark. Also brought home a 68 Cougar that we've kept here for him.

Some new customers found out about us this month-

Joe and Chris brought their 393 Ford stroker in. It only made 2 passes and spun a rod bearing. Luckily they decided to change the oil and saw the bearing material. I found the problem while cleaning the rods. There was a small rolled piece of steel in one the bearing notches left over from when the notch was broached, whoever built this engine for them didn't look close enough at everything and just slapped it together, it pinched the bearing against the crank, and the rest is history. They needed it back quick to make a race in St. Pete. I got it together in plenty of time. Joe is looking to build a better piece and I'm sure we'll be getting that job. Probably a big cube Windsor with a heavy dose of spray! He put our decals on his beautiful Mustang for helping him out and getting him and Chris back to the track.

Chance is a new customer who brought in the 400 chevy from his airboat, it's been blowing head gaskets and they wanted to know why, and of course have me fix it. (Another airboat running lean!) 2 tuliped intake valves and a nice low spot between 3 & 5 and 4 & 6 on the heads and block. Got everything machined up and put back together, now he needs to figure out why it ran lean. Also upgraded him with a Comp cam and springs to give that airboat some more grunt.

Dean is another customer who just had Dan Neuman put a 10 pt cage in his fox body. I worked out a few different engine combinations for him. Everything from a 668 horse 347 w/no power adders to a 681 horse 454 cube Windsor that will safely take a 300 shot of N2O. 1000 hp in a 3000 lb Mustang on small tires would make for a hell of a ride! He may go with one of the lower compression combinations so we can switch him over to a ProCharger setup down the road. (That's what I'm talking about!)

Bears 540 chevy came in this month, it started leaking water around one of the exh. guides (a major problem with old BBC cast iron heads). The water in the oil took out 2 rods and really hurt the crank, had to grind it 020/030. We replaced the guide with a .003 oversized one with green loc-tite and pressure tested it (50 lbs. and no bubbles). The engine is all back together and waiting to go back in his Nova. While the engine was out, he decided to put some wheelie bars on, the car should run low nines in good weather. I saw video of one of its first passes and the hood flew off just as Rick (he drives the car) shifted the glide into high gear, Bears also thinking of having me build a nitrous motor for another one of his cars. Look for his Nova to show up on the website gallery and or video.

That's about it for this month,
Tommy