

March April 2009

March 22nd Me and Karen trailered up to SGMP to “shake the rust” off J-LO and her new engine combo “The Mother F&E” I looked through our old log book and the last entry was August 2000! I can’t believe its been 9 years since the car and me for that matter, has been to the track!

We made 3 passes and heres how it went;

1st pass I rolled into the throttle, short shifted 2nd and 3rd gear it went 13.00 @ 108 mph the brakes felt good and it went straight.

2nd pass I held it on the foot brake at 3000 rpm and shifted at 6600 it went 11.08 @ 121 mph

3rd pass I held it at 4000 rpm shifted at 6800 and it went 10.49 @ 126 mph

Karen said it left with the front end 3 feet in the air! It felt great to be back in that car and everything worked perfectly. We had the wheelie bars set low and the slicks are 10 years old and dry rotted.

I didn’t have any pills higher than 6800 for the shift light so we called it a day. There were 2 things that had to be changed before the next time out, I had to move the window net away from my arm and the steering wheel and I had to move the switch panel to the roll cage from the floor (I couldn’t see it with the full face helmet and had to go by feel) other than that J-LO went straight, stopped good, had good oil pressure and never got above 200 degrees.

April 26th We took J-LO to Bradenton (our old home track) for a Runday Sunday to try and get in the nines. We saw ALOT of old friends there and had a great time, it was like old home week!

We had Alan video tape the runs and watched them on TV when we got home, thats the first time I ever watched that car go down the track and heard what it sounds like from the outside, VERY COOL “thanks Alan” heres how it went;

1st and 2nd pass it ran identical 10.00s @ 136 mph

Shifting at 7200 didn’t seem to improve any over shifting at 7000 and the 3rd pass it carried the front wheels 40ft out and was making a move to the left so I had to back off a bit to make sure the tires were on the ground to correct it, anyway it went 10.27 @ 131 mph the air temp for that pass had gotten up to 90 degrees (and I’ve got a sunburned head to prove it)

The good news is the 136 speed translates to a 9.80 pass so we need to figure out where the E.T. loss is (my guess is tire slip) Me and Karen are going to Gainesville and work on the burnout because we are not getting enough tire speed, theres barely any smoke coming off of them at all. Also I’m going to try launching by flashing the converter insted of holding it against the foot brake. Lastly I’m changing to a much lower viscosity oil to free up some horsepower.

The biggest news this month is we are now a Procharger dealer! We signed the papers and made it official, so anyone who wants to use THE BEST supercharger systems available should give us a call. The plans for building a blower motor for Karens Vette just got put on the front burner.

My last 350 short block thats been waiting for me to finish off with alum. heads etc. got tinned out and sold to a new circle track customer who blew his up and needed one QUICK so he could stay in the points chase, got the parts ,swapped the cam, buttoned it up, and he didn’t miss a race.

We’re heading to Tenn. to pick up some engines, tell you about the trip next newsletter, Tommy