

July - October 2009

We are now a direct dealer for Comp Cams and Scat Crankshafts. We are waiting for some nice weather and some downtime in the shop so we can take J-LO back to the track. It's been either crazy hot, raining or someone is dropping off or picking up an engine. (I'm not complaining about that last part!)

New customers Bruce and Jamie "Bad News Racing" brought in one of their blown 555 big block Chevys for their Monster Truck. They got tired of engines coming apart on a regular basis, so they ditched their old engine guy and now will be running Bad Attitude Power! They also gave me a Mattel Hot Wheels version of the truck. Very Cool. Here's what I found wrong with the engine, copper head gaskets slathered with silicone, I had to pick it out of the receiver grooves, it was everywhere. Too much compression (13.5:1) which resulted in detonation, the only way to correct it is to use .080 head gaskets, because the pistons have hollow domes and can't be machined down, according to Pat at Ross Pistons they're actually nitrous pistons. Anyway the .080 gaskets will drop the static C/R one full point to 12.5:1. The big end of the rods were blackened and starting to fret aluminum onto the backsides of the rod bearings. I'd like to convert this engine to a dry sump system, but according to Tim at Moroso they make this custom pan and pickup for about 80 different Monster Trucks and haven't had any problems, I'm using Clevite coated bearings anyway for my own peace of mind.

The next big project is in the planning stages, new customer Tom K has a 66 Biscayne basically built like a Pro Mod but heavier. He has a 565 BBC with a single F2 Procharger that runs on C16. He faxed me the dyno sheets that show it makes 1380 HP at 6400 RPM. I ran this combination through the Dyno Sym program and couldn't get the torque numbers high enough at that RPM to duplicate the horsepower results. Peak torque was coming in at 5500 and translated to 1200 HP the torque curve dropped off enough after this point to lower the horsepower to below 1100 at 6400 (HMMMMMM) Anyway we'll know what's what after he takes it to the track. The plan is to switch him over to a pair of F2s and methanol, our target numbers are 2500 - 2700 HP so he can play with the big boys! Some of the changes I'll be making are installing billet main caps and ARP studs, alum. rods, higher C/R pistons, O ringing the heads, new custom Comp roller, custom Moran injectors, etc. The biggest challenge will be controlling the enormous amount of boost, I'm thinking 3 bypass valves, one for each blower and a third one after the "Y" before the throttle body.

Longtime customer Pat at Blood Bros. Racing took his new Sportsman car to Volusia Speedway and told me they had to re-gear the car because it was spinning the tires coming off the corner! (that's what I like to hear)

And speaking of spinning the tires, Greg took his Mustang street car to Gainesville Raceway and ran mid 11s spinning the tires! This is a 347 SBF no power adder, on pump gas. He's taking the car to Dan Neumanns to get it to hook, I'm sure when he gets it back it will "Plant and Go"

Dean also took his street driven Mustang to Gainesville also a 347 no power adder and pump gas, he ran high 11s and it was slipping in 2nd gear! He's going to get a "real" transmission for it and possibly add a small supercharger in the future.

Another longtime customer, Bruce and his son Matt have been kicking ass and taking names at Volusia Speedway, they have 6 wins and 3 second place finishes in the last 3 months! I built this engine 2 years ago and it still has the same sparkplugs in it! They new they always had the power and now they've got the car working (I see a track championship coming)

Long term project for Lawny is getting a little closer, he gave me a brand new Dart block to start carving on. It's going to be a 555 BBC, he originally wanted turbos and I was pushing for an F2 but the economy put him back with nitrous. He's been redoing his car to handle more power, and I know Lawny will be spraying the shit out of it! Finally his crank has a home.

We are still gathering up new pictures and video for the website, hopefully we'll have a lot of new stuff by New Years.

Last but not least, soon to be new customer Loren crashed his Jeep in Colorado and had to put his 401 AMC High Perf. engine for his CJ on hold. Get well soon buddy.

That's about it for now, I'll let you know how the PRI show went in the next newsletter. Tommy