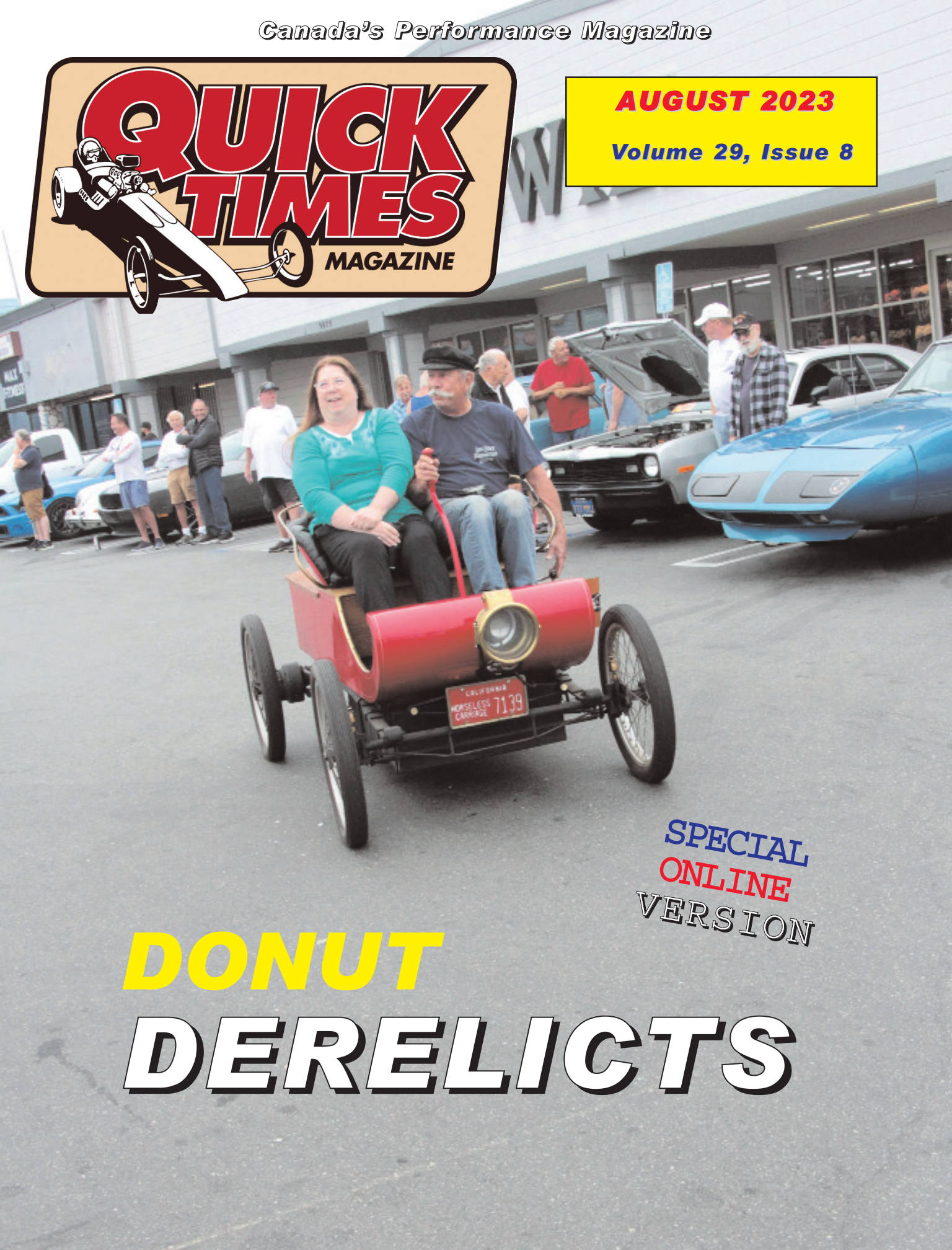


Canada's Performance Magazine



**AUGUST 2023**  
**Volume 29, Issue 8**



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**Page 20**

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## JUSTIN ASHLEY WINS IN SONOMA, RETAKES POINT LEAD

SONOMA, CA (July 30, 2023) --- After a dominant weekend, championship contender Justin Ashley and the Phillips Connect Toyota Top Fuel dragster powered by Okuma raced to victory today at the NHRA Sonoma Nationals. Ashley picked up his fifth win of the season in his sixth final round appearance defeating Doug Kalitta, Austin Prock, Josh Hart and Antron Brown to secure his tenth career Top Fuel win. The win moved Ashley back into the Top Fuel point lead after only one week in the No. 2 spot. Ashley will also compete in his sixth Mission #2Fast2Tasty Challenge in two weeks, a specialty event that he has already won five times collecting \$50,000 and 15 champions points. The success exhibited today at Sonoma Raceway has Ashley and the Phillips Connect team eager to close out the regular season and head into the NHRA Countdown playoffs.

"The competition is so difficult," said Ashley. "It's so hard. It really feels like every round is a final round each time you get up there. There's no margin for error. I knew it would take a real team effort to win a race this weekend, and it did my crew chiefs Mike Green and Tommy DeLago had an incredible race day."

Ashley started his race day with a tough first round opponent in Toyota teammate Kalitta. It was a battle of two Mac Tools backed teams looking to keep building momentum as the Western Swing ended. Ashley with the starting line advantage and never trailed for the win. He made his quickest run of the weekend with a winning time of 3.707 seconds against Kalitta's 3.750 second, which was his best pass of the Sonoma Nationals.

In the quarterfinals Ashley had to take on No. 1 qualifier Prock. Ashley had the advantage of lane choice and the 2020 NHRA Rookie of the Year took a sizable starting line advantage and parlayed that into another trip to the semifinals. The Phillips Connect Toyota Top Fuel dragster powered by Okuma crossed the finish line with a winning time of 3.740 seconds at 327.03 mph ahead of Prock's 3.761 seconds, 329.10 mph run. After the race Ashley was asked about how important round wins and points were to his team as the end of the regular season is approaching.

"Points are important whether they are earned early in the season or late in the season," said Ashley, who will participate in his sixth Mission #2Fast2Tasty Challenge at the Topeka Nationals. "For our Phillips Connect Toyota team that isn't something we really focus on. We are focused on taking it one round at a time. That has been our approach and we will keep doing that. At the end of the day, it is all about putting ourselves in a position to win the championship.



### VOLUME 28 ISSUE 8, AUGUST 2023

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For everyone at Phillips Connect and Toyota it is time to put these Mac Tools to work and get some Lucas Oil in this car and do it again."

Racing Hart in the semifinals Ashley was chasing his 100th round win and trip to his 17th career final round.

Each of these drivers was on a mission to get to the final round but it was Ashley getting the win on the strength of a solid reaction time and great performance numbers by his Phillips Connect Toyota Top Fuel dragster. Ashley's 3.768 second run was the quickest pass of the semifinals and gave him lane choice over Brown in the final round.

The final was a clash between Toyota teammates and technical alliance partners as Ashley and Brown squared off looking to close out a tough three race stretch with a win.

Brown took an early starting line advantage but by 660 feet Ashley had pulled beside Brown and he took the win by .0001 with an elapsed time advantage of 3.778 seconds to 3.787 second with both dragsters nearly hitting the 330-mph mark.

## Donut Derelicts

I'm back at the ranch after busy month. In the past four weeks I've made three trips to Orange County to help my friend get his office and shop ready to move. By the looks of things I'll be spending at least three or four more weeks on the road before we finish with everything.

I wish this job were as easy as calling the movers and having them do the work but, since he's doing a considerable down-size nearly everything has to be addressed. There is at least thirty years of stuff that needs to be gone through, organized and moved. Just like any car guy, if you tell him he's got to move tomorrow, it would be total panic...what to take what part goes to what car, what's going to get sold and what goes in the dumpster...you get the picture.

I'm still nursing my crushed thumb so moving heavy stuff is out of the question. I'm sticking with working on the office and the smaller stuff and doing what I can to help. I couldn't help thinking, there's at least one guy that will be helping me when it comes time for me to move, I'm racking up the move-helper credits!

I have to tell you, although we have been putting in the hours, we did have a chance to get out and do something fun. My buddy told me about a friend of his that has a small car collection very close to where we were working. He said he would make a call and see if we could go over and check out the cars.

## Doug Adams

Well, as you probably know, anybody that has a little car collection likes to keep it private, they are leery of letting strangers in to see their stuff. Usually with a car collection comes a bunch of memorabilia and various other automobillia.

I remember when a friend took me to the shop of Dick Towers. The main reason we were going there was to see the photo collection of the late great drag racing photographer Jim Kelly that Dick had purchased. This all takes place back in the '80s

I knew Dick a little bit because he use to make T-shirts and sweatshirts. I had a few of the Bill Jenkins shirts that he had made. Anyway, we drive to an industrial area of Santa Ana and pull up in front of this very nondescript brick building.

When we get out of the car Jeff says, "Dick is very particular about the people that he lets in, you cant tell anybody about his cars"! When somebody tells you that the first thing that comes to mind is, who cares and who am I going to tell but yes, the secret is safe with me.

When we go in there is the largest light table that I had ever seen with all of these slides and several loupes on it. So, we check out the slides, talk about different things and then move on to the cars.



## Donut Derelicts

## Doug Adams

There were some old Lincolns and a really cool Lincoln neon sign. The car that caught my eye was the white Rod Shop Colt, I always liked that car. Then there was the holy grail that wasn't to be mentioned. It was a long-lost altered wheelbase car. At this point you probably think I'm going to tell you but, you're wrong. Where would my credibility be if I spilled the beans. I told the guy I wouldn't talk and I'm keeping my word! After seeing the mystery car I was done, I really don't recall too much after that just that I went back to look at the Colt several times.

Fast forward to the present day. We received the invite, left the work behind and made a short drive to see an interesting car collection. It was virtually the same scenario, non-descript building, no windows just a personnel door. Inside there were around 20 cars, including the ones I can't mention.

Everything from an old ramp truck to a Ferrari powered street rod. All very cool cars but what caught my attention was the slingshot dragster parked over in the corner.

When I walked over to the dragster the owner said it was used as a cackle car before he bought it. Somewhere between its cackle career and its original glory somebody had made modifications and raced it in some capacity. In its present state it has a blown hemi with a four port Hilborn and the ugliest zoomies I have ever seen.

I asked the owner if he had any history on the car, he said no. I asked him if he talked to Pete Wood, Roger Lee or any of the old dragster authorities. He said everybody that he talked to came up blank on the cars history. One thing that was known is that the car came out of the Midwest.

I asked if I could take some photos of the car and would he mind if I put some feelers out on social media. I was given permission and did just that. By the next afternoon the original owner of the car was found and now the new owner and the original owner have made contact. I thought that was pretty cool. I hope I get to go back and visit the dragster while its being brought back to life.

The car collection was one of the perks of spending time in Orange County. The other perk was, I was only about five miles away from the world famous Donut Derelicts Saturday morning gathering spot at the corner of Adams and Magnolia. I somehow convinced my buddy to be up and ready to go at 5:45 so we could get there at first light. By the time we arrived, 6:15 ish the place was packed. Just another ordinary morning at the donut shop.

Enjoy the photos, my pick of the day is the austere green Impala!

*Doug*



# Donut Derelicts

# Doug Adams





Donut Derelicts

Doug Adams





# Donut Derelicts

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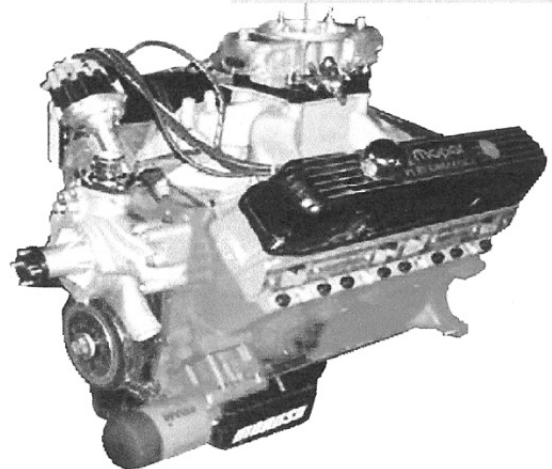
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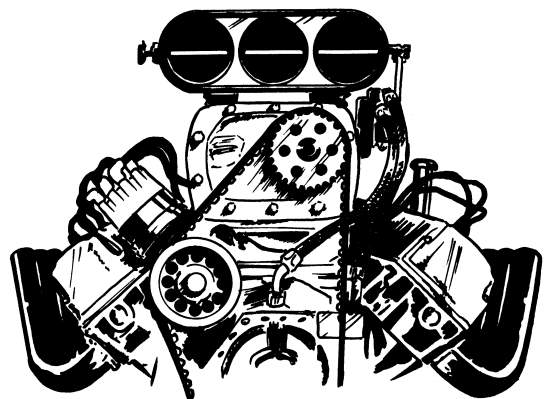
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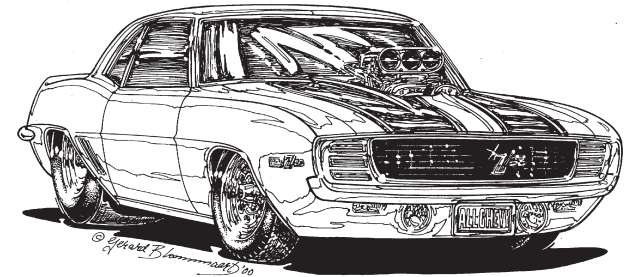
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Doug Nash torsion tube 5 speed - face plated mod. by Liberty, 2.98 low gear, hemi spline, Long shifter, clutch assist transmission, used for 11 runs. 204 791 8558 a2

Glide, Dedenbear case cert is up though trans is fresh only was in my dragster but never got to run it, selling everything so fresh 2 speed glide with puke tank. 180 gear 3500 obo Brian 780-288-5026 A1

Nos gas solenoid \$120,nos solenoid \$200,,BBC LS cam approx40 passes\$250. 5000 stall torque converter was behindBBC 700hp. approx 40 passes \$500. 306-281-6169 a2

Induction solutions Sledgehammer Plate system, no bottles or main feed line, just plate and all appropriate Solenoids Tuneup sheets and Jets from 250hp to 678hp in 50hp Steps. Last sent back in 2018 and full freshen up was performed. Has had new solenoid rebuild kits recently installed. Comes with spare trash can solenoid rebuild Kits. Really nice and cared for set up, its proven fast!!! \$850, call Jason 604-779-2495 M

427 Big Block Chevy Iron (Fresh) Close Chamber Heads Oval Port (Iron) Speed-Pro Pistons #L2239NF-060 Eagle Connecting Rods #CRS135ED 4 Bolt Main Steel Crank ATI Super Damper Comp Cam Roller #11-717-9 Comp Cam Chrome moly Rocker Arms Strip Dominator Intake Msd Crank Trigger 850 Holley 4 Barrel Meziere Water pump #WP1150S Dragster Oil Pan with Diaper Power Glide Trans Turbo Splined Input Shaft Trans Brake TCS 9 In 5000 Stall Converter Made For 1/4 Inch Mid Plate Tag Weather Station \$10k for all, call Todd 306-631-6828 J2

Mild steel 2"x3" Alston front clip for a racecar or street project. The upper bars are 1 5/8" and the main rails are 20" inside and 24" outside. Comes with Strange 4 piston brake calipers and hubs, hard lines and braided brake lines. Bolt pattern is 5 x 4 1/2" and 5 x 4.75". Comes with Pinto rack and pinion installed. Koni adjustable shocks. I'm going to be going to a strut front end and will be cutting it off this weekend. \$1750.00 Call or text 403-805-8075. J2

MSD billet distributor for SmB or BB Chev. # 85551. Comes with new cap and rotor and used brass gear in



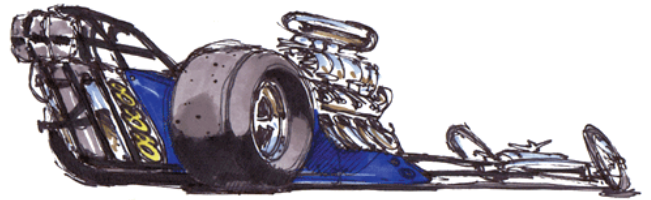
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Pair of Holley 660 carbs for sale. Carbs would need to be rebuilt. All parts are there. Throttle shafts are in good condition. No cracks in the baseplates. Asking \$800. Located in Kamloops BC.  
Call or text 250-319-5501

J2

Chris Alstons Chassis works torque arm kit for 82-02 camaro, comes with cross mount for Ford 9 inch, but with a little fab, brackets can be made for any application. Comes with crossmember and link arms as well as diff and frame mounts to build the lower links  
Located in Calgary \$700 obo Dave 780-915-9084 J2

SFI bell housing for SBF Ford C4 transmission new 2years left on certification \$250.00 call text message 780-518-8030

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I'm selling my ready to mount V-1 Vortec procharger set up with power steering relocation bracket and pump for a SBC throttle body motor. Has extra injector plate and computer for the extra injectors along with an oil pan for the return oil line.  
I bought it for a project that isn't going to happen now. I also have a set of rebuilt vortex heads that would work great with this set up. \$3000  
Text me at 780 915-2304.

J2

2 Pro systems SV1 carbs drilled for 4500 and 4150 base. Both 1230 xfm carbs. Not tunnel ram carbs. Set up for c16. \$800 EACH Also have a new in the box Holley 1425 Dominator \$1600 403-929-0221

M1

Mag base for 350/455 Oldsmobile 250, Mallo  
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M1

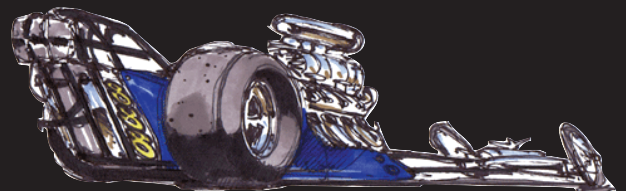
NEW '82-'92 FIREBIRD 1/4 panels. \$200. ea. firm.  
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Edelbrock/Chapman 6110 18° SBC Race Cylinder Heads (NOS) These NOS Edelbrock Chapman 6110 18° SBC cylinder heads are new old stock and never installed. They are as they were received from the Team at QMP in 2012. As you can see from the flow sheet these would be a great addition for a larger displacement small block Chevy. PLEASE consult with a reputable competition/racing engine builder to ensure these will work for your application before purchasing. These heads require a minimum bore, specific pistons, a matching 18° intake manifold, specific exhaust flange and special/specific long stem valves, appropriate springs, hardware, and a rocker arm system. The original Edelbrock instructions accompany the heads, the general specifications for which are in the literature. Properly applied these heads will make excellent power and are offered at a great price. CALL 780-903-1257 \$1750 obo. J2

BBC Crane TR-262/4167-270 solid roller cam. Nice bracket/pro street cam. .708"lift and 262/270 duration at .050. 110 lobe separation. \$250. Call 250-801-4695

Renegade PRO116 leaded racing fuel. Equivalent to VP-X16.... Brand new, sealed, unopened barrel (205L). Racers that win pour it in! It's good enough for Scott Taylor and team NOLA, its good enough for you. \$1250. located Coaldale AB. Mike G 403-315-2660

Have 5 BBC/SBC msd crank trigger distributors. \$150 each. Have a Bullet BBC cam. Only dyno time on it. Going different direction. Was In a BBC 632 \$500. New Holley 1425 dominator never used \$1400 403-929-0221 J2

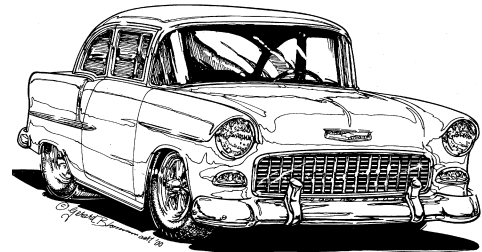
QA1 single adjustable strut with coils. Came out of a 2000 mustang. Work fine just swapped to double adjustable. 800obo 780-908-1162 M1

Milodon PN 31580 Pro Touring oil pan with PN 18338 1/2"pipe inlet pickup RB and Hemi engines for stock chassis and steering B & E body chassis. 383, 400, 413, 426, 440 and Hemi engines . 7 quart plus filter 5 1/2" sump depth, Fully baffled, Dyno time only, only reason for selling is does not fit my chassis. \$700, text or call 403-862-2945 M1

Waterman 400 sprint car fuel pump. Flow tested and checked. \$600 CDN 587-936-4523 M1

Muncie m20 4speed Center force clutch Big flywheel asking \$3000 for all three Proform mini starter \$125 Auto gage tach 2 1/2 inch \$75 Prices are OBO call or text for more info 403-360-7659 M1

Boost Leash boost controller, head unit is brand new and only powered up to show it working \$500 C02 bottle, Regulator and bracket. \$300 1955-1959 Chevy truck project, Heidts tubular front end w/power rack, tubular control arms, 4 wheel disc brakes, 4 wheel QA1 coilover shocks, rebuilt 9 inch Ford rear, 4 bar rear suspension, comes with 2 cabs, 1958 front clip, new rear fenders, new cab steps, cab corners, complete box w/tailgate and lots extra parts, chassis work is done, \$6000 obo, Don 403.872.0250



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JW Ultrabell for a powerglide, PN:92450 Looks like it may have been installed, no damage, no marks on it, cert is expired. \$175 Kevin Thompson 403-507-1542 J2

14mm pulleys 30T-\$60 31T-\$80 New 29T GT-\$80 14 mm 42T center flange-\$125 250-268-6217 J2

Moser steel spool part # 5S1230 12 bolt passenger 30 spline 4 series with bearings with Richmond 4:30 gear set, ARP bolts \$525. Call Gary at 306-229-4646

Bears 35 spline pro axles, mopar Dana 60/8-3/4" bearings. These were used in a 9" housing. 5x4.5 bolt pattern. 1 is 23" flange to end and 1 is 19" flange to end. 5/8" studs. Sold all 35 spline stuff. \$450, Located in Saskatoon, SK Call or text 306-291-8709 J2

Indy 9.8 deck Aluminum Big Chief Blower Manifold , Includes burst panel and billet deflector. Very little use , like new condition. \$1250 us dollars plus shipping Call Tony 416 948-8255

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BHJ Torque plate for 5.3" BS Model GM5300SW-R-S-AL-T \$400.00 USD Spark Plug cutter set \$120.00 USD Nitrous bottle bath (water heater) \$225.00 USD 2 - 20" Fans, work great PRICING IN USD, CAN PAY IN CANADIAN with current exchange rate. Buyer deals with shipping Located in Spruce Grove AB. (780) 974-6640 F1

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**1968 Acadian**, detroked 400 block with a 327 crank, eagle rods, scat pistons, studded mains, fairly fresh. Dart heads with rollers and girdled, aem 750 with a Keith dorton intake, th350 with a 3500 stall and shift kit. Ford 9"with 4:10's. Mini tubbed with 30x12 MT's Caged with drivers swing out bar. Full dash car with vin. I have BC registration for it. Wouldn't be hard to make it street able. Comes with most stuff to do that, passenger side door window and both side quarter windows are lexan, rest is glass, It comes with the glass to replace. Fiberglass bumpers, but comes with chrome ones as well. New painless harness and wiper trans and motor comes with. Car also has fairly new SSBC discs on the front. Very solid car. \$24,000. Located in Castlegar BC. 250-687-1563.



**1966 Fairlane GT** 427 sideoiler dual quad tunnel port 4 speed . Estimated 700 hp many performance upgrades , original parts included . Text or message 780-975-7076 Leduc M1



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Engine: Minor Bros Racing (MBR) billet block 454 cu. in. Velasco 4" stroke crank shaft  
CP pistons. (12 spares) Brooks's rods (2 sets) Crane camshaft Belt drive 60GPM Waterman fuel pump Two MSD 44 amp magnetos Grid top fuel timing control, Electrimotion fuel control  
Trailer: Forty two foot, tri axle Continental Cargo (very low mileage) Two foot extra height (car loads complete with rear wing) Hydraulic landing gear, 120 and 12 volt lighting Honda 3000 watt inverter power plant and air compressor Complete set of cabinets and work benches  
Drill press, bench grinder, parts washer and vice,  
Complete set of tools Thirty foot awning  
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a2



**1990 Daytona** rolling chassis, set up for smallblock dodge w/glide. Mild steel tube chassis 8.50 cert (exp), 9in w/ 4.56 gears and ladder bar with 14x32 slicks 3 years old. Parachute, batteries, electronics, etc all with the car. New front struts, brakes, wheels and tires. All fiberglass except roof and quarters. Car is super light and weighed 2500lbs with SB and 240lb driver. Excellent S/G or S/Pro car. Hooks hard and drives straight. Ran 8.65 with an R3/W8 engine and powerglide. **\$10K CAD or \$ 8k USD Car is located in Edmonton AB, Canada. (north of Montana) call 780.497.8097**

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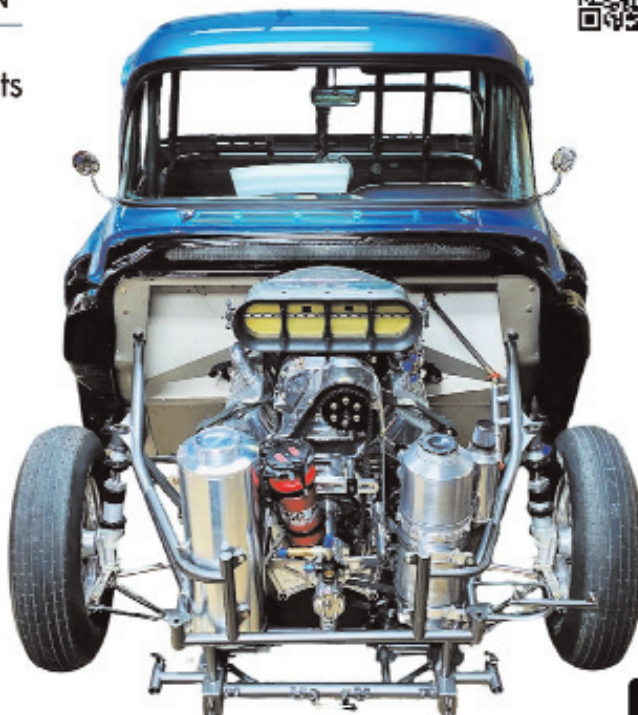
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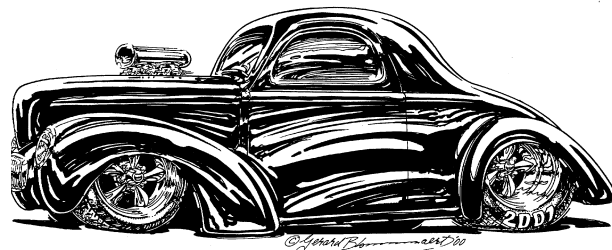
**2004 Vengeance** race cars , 69 Camaro TS / PM , Double frame rails , cromoly , carbon fiber body , 4 links , antiroll , full floating 9.5 fabricated housing , strange struts , liner rear wheels , racepak dash , data maxx logger , electric shifter , fire suppression , chrome wheelie bars , chrome zoomies , complete rolling chassis , set up for blown hemi with a glide ! 42000\$ usd , Car is located in Montreal Canada can ship on your dime ! Call or text Richard 450 601 5910



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**79 Lemans.** Bc registration in my name. Selling rolling, everything but engine and trans, ran in super street, comes with electronics. Ran bbc and glide. Chromoly 4 link back half, moser 9", chromoly cage, 4 wheel disc brakes. Included: headers rad drive shaft shifter. Drop your engine and tranny in and go racing. Fresh 8.50 certification. \$10k  
778-808-2896 Martin J2



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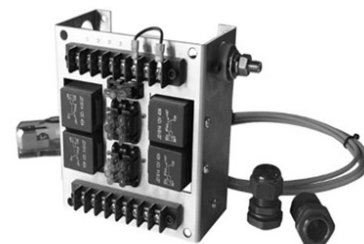
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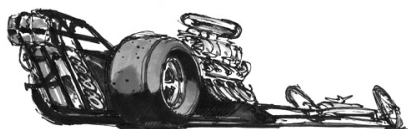
**64 Fury** , original 318 but now has a 341 Hemi rebuilt but hasn't been started, intake needs work or changed . have a 4 barrel intake but no carb.Push button auto.this car has no rust,has been rotisserie restored top and bottom , have the upholstery but needs to be installed. Good project for a handyman who has 16 K to spare.I also have some other projects but prices are not negotiable 47 Plymouth 15 K. 68 RR 27.500 . 75 formula Firebird 5,500 needs work , No trades , located in Falkland, phone 778-220-4432



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1983 Oldsmobile cutlass 350 0.60 over (360ci) th350 forward pattern manual valve body ,tci 10" 3500 stall converter , quick performance ford 9 rearend 3:50 gears 31spline axels , headers , new 2-1/2 inch short duel exhaust magna flow mufflers x-pipe ! Has aluminum rad , electric fans , water pump , fuel pump ( Holley hp 125 ) new quick fuel 650 , new distributor, new crank, bearings , xe284 comp cam, vic jr intake , new comp springs , I'm Sure I'm missing stuff lots of time and money spent on this car asking \$14,500 will consider partial trade on crew cab Chevy pick up , avalanche or Escalade ext , or pull behind holiday trailer ( 1/2 ton towable ) car is located in Leduc call or text Travis @ 780-216-8085 j2

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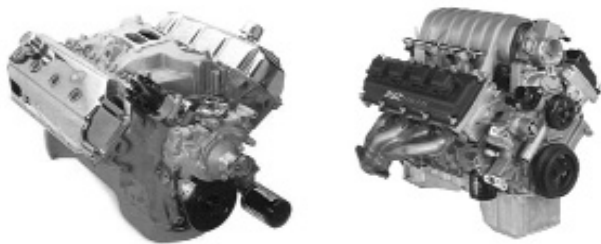
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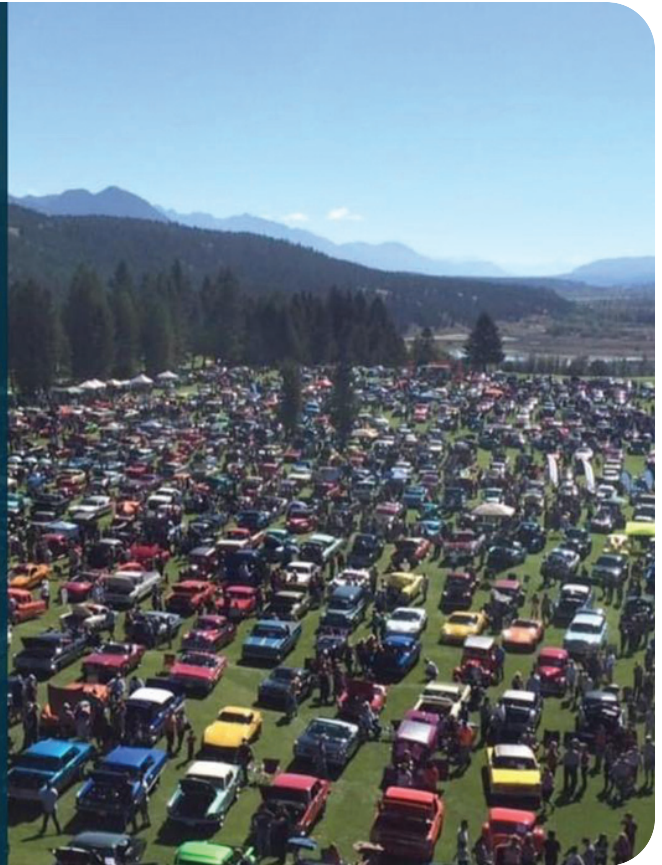


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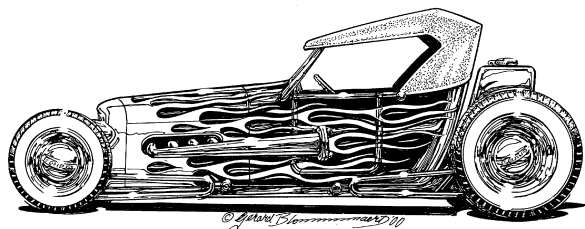


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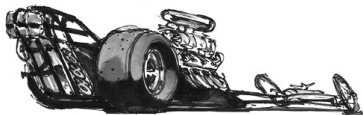
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m1



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M1



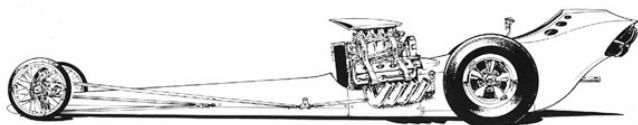
91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, Wheeled front end lift for easy loading, Body has Canards and rear wing, extra parts negotiable. Cert expired but will cert easily, Add motor, trans, and headers and go racing. 8500\$ obo. Engine and shorty Glide is also available. Call Don 403.872.0250

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**1970 Chevy** nova tube chassis race car. Air Brushed paint job. Wheelie bar and parachute. Steel roof and quarters and fenders. Fibreglass hood and bumpers Lexan windows and all aluminum sheeting floor and dash and fire wall. current NHRA certified to 8.50 seconds. Car runs 9.50s @139mph naturally aspirated. Just motor. Engine is a 632 Dart Big M block. Dynoed 983HP on just motor.nitrous Express big shot plate system range 100-500hp. Nitrous timing controller as well as nitrous express ramp in controller ect Located crowsnest pass\$60K, 403-563-0854 j2

As we pulled the pistons out of our nitro hemi after round 1 at the Edmonton Rocky Mountain Nationals, we were cautiously optimistic. 7 pistons looked great, but number 5 was roasted real bad.

If I could just get that one cylinder to behave, we could start pushing the engine harder to go fast. We had just won first round by beating Derrick Moriera 5.16 to 5.15 (1000 feet). Nathan pulled off the win with a .081 light (not bad for a centrifugal clutch),

I really thought we would should have run in the four's though.

We are in a bit of a slump. Can't run quick without hurting stuff, we were even hurting it on a lazy pass. I had been chasing the fuel volume and compression height on number 5 for a while, every time feeding it more fuel (which takes fuel away from the other cylinders) and lowering the compression.

I had cut the dome down on the piston that burned, so Nathan and I decided to put an un-cut piston in that hole for the next round, which was against Ryan Hodgson. This took place the next day, as oil-downs slowed the program on Friday night, and it got too late. Saturday was hot, and because we were already burning things up I didn't want to tune it up much more.

The weather threw me for a loop though, and our 5.30 was no match for Hodgson's 5.07. To add insult to injury, it burned number 5 piston even worse. The good news was that the rear main bearing still looked great; we check it every run due to years of problems with it.

Our next opponent was to be Tim Eickstadt in the Hitman Camaro. I put more fuel in number 5 again to try to slow down the burn. I did up the nitro to 95 percent as well, as the car was such a slug the run before. Nathan and Tim both did their burnouts,

Tim was having a hard time getting it in reverse though, and finally had to drive it to the end of the track. Meanwhile our engine was getting really hot, and Nathan saw that the oil pressure was really taking a nosedive. When Nathan pre-staged the oil pressure was real low, but he was relieved that when I turned the idle up, the pressure went up a bit. The car left hard, but got shut off at 400 feet because he just didn't feel safe.

His concerns were justified, as number 5 was gone again, plus the number 4 main bearing was black. The crank was hurt pretty bad to, I sanded it with 600 grit emery cloth to get all the black stuff off, but it had some pretty good grooves in it. I shoved a new bearing in and we decided to fire it to see if it had oil pressure. The pressure went to 150 psi as soon as it fired, which is what it usually had, but after 20 seconds or so it started dropping, and was only at 50 psi when we shut it off.

We now didn't have time to throw a new engine in, so we were done for the weekend. During the post mortem discussion, Ed suggested that if we burn a piston, the main below that is getting checked. Seem like a no brainer and that we should have thought of that before, but we are all still learning every time out.

In addition to that, because of all the times I have richened number 5 and lowered the compression, we were obviously going in the wrong direction. The next time out 5 will be the same compression as the rest, and I'll lean out the nozzle a bunch. Our theory now is that there was so much fuel in that cylinder that the unburned nitro was going between the rings and was exploding at the launch. It would explain why the middle of the skirt would be blown apart so badly. I guess we'll find out at Hot August Night.....

We put the spare engine in the next day and fired it up. In addition to the changes above we also reduced the run nozzle sizes by 20 percent to get the fuel pressure up a bit. The nozzle orifices were getting so big that any changes we made had no effect.

The engine will still get the same amount of fuel as ALL of the pump goes to the engine on the run, it will just go in at a higher pressure. Another change we made was to double the amount of fuel going in at idle, so I was sure I would have to turn the adjustment screw on the barrel valve; fuel would be pouring out of the headers. That didn't happen though, the motor sounded great and only had a light mist of nitro out of the headers.

I'm not sure of the mechanics of all the changes we made, but I think we're going in the right direction now.

*Ken*



# Nitro Tales

Ken Sitko

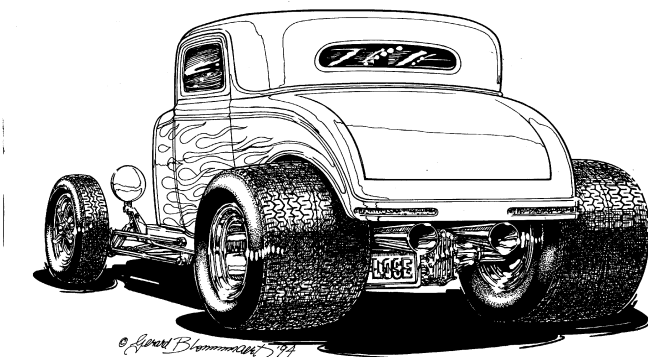


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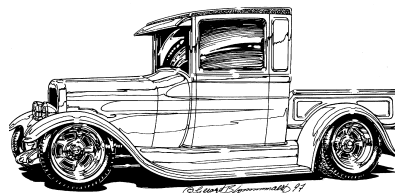
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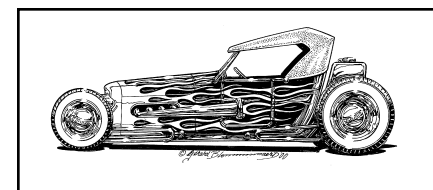

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