

CHASSIS SETUP SHEET

DATE: 4-27-06
 CAR: BGN Thunderbird - #11
 TRACK: ROAD ATLANTA
 WEATHER: _____
 TEMPERATURE: _____

LF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D6830</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>800#</u>
Camber:	<u>-2 7/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 3/8"</u>

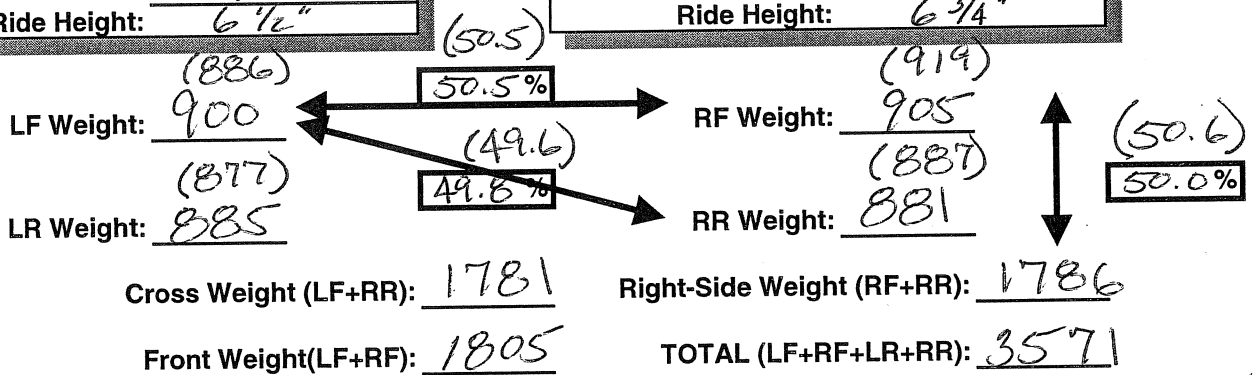
RF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D6830</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>800#</u>
Camber:	<u>-2 7/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 1/2"</u>

Front Brake Bias: FRONT (550) REAR (500)
 Front Toe-Out: 1/8"
 Front Sway Bar: 1 3/8" HOLLOW (NEUTRAL)
 Rear Sway Bar: 5/8" SOLID (NEUTRAL)
 Rear End Ratio: 4.11:1
 Track Bar Height: 9 7/8" (LEVEL)
 Fuel Level: FULL

w/DRIVER @
230

LR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D6830</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>250#</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>6 1/2"</u>

RR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D6830</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>250#</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>6 3/4"</u>



- NOTES: * TOTAL WEIGHT w/DRIVER = 3571 DRIVER = 230#
- * HOBBS = 58.3
 - * CHANGED OIL & FILTER, BRAKE PADS (FRONT)
 - * ADJUSTED RF CASTER FROM +3 1/2° TO +5°
 - * INSTALLED REAR SWAY BAR 26" x 9/8"
 - * REBUILT FRONT CALIERS, NEW SEALS & PISTONS
 - * INSTALLED BUSHINGS IN REAR TRAILING ARM MOUNTS
 - * INSTALLED NEW KERKEY FULL CONTAINMENT SPAT
 - * CORNER WEIGHT DIFFERENCE AFTER FINDING WEIR IN "LF"

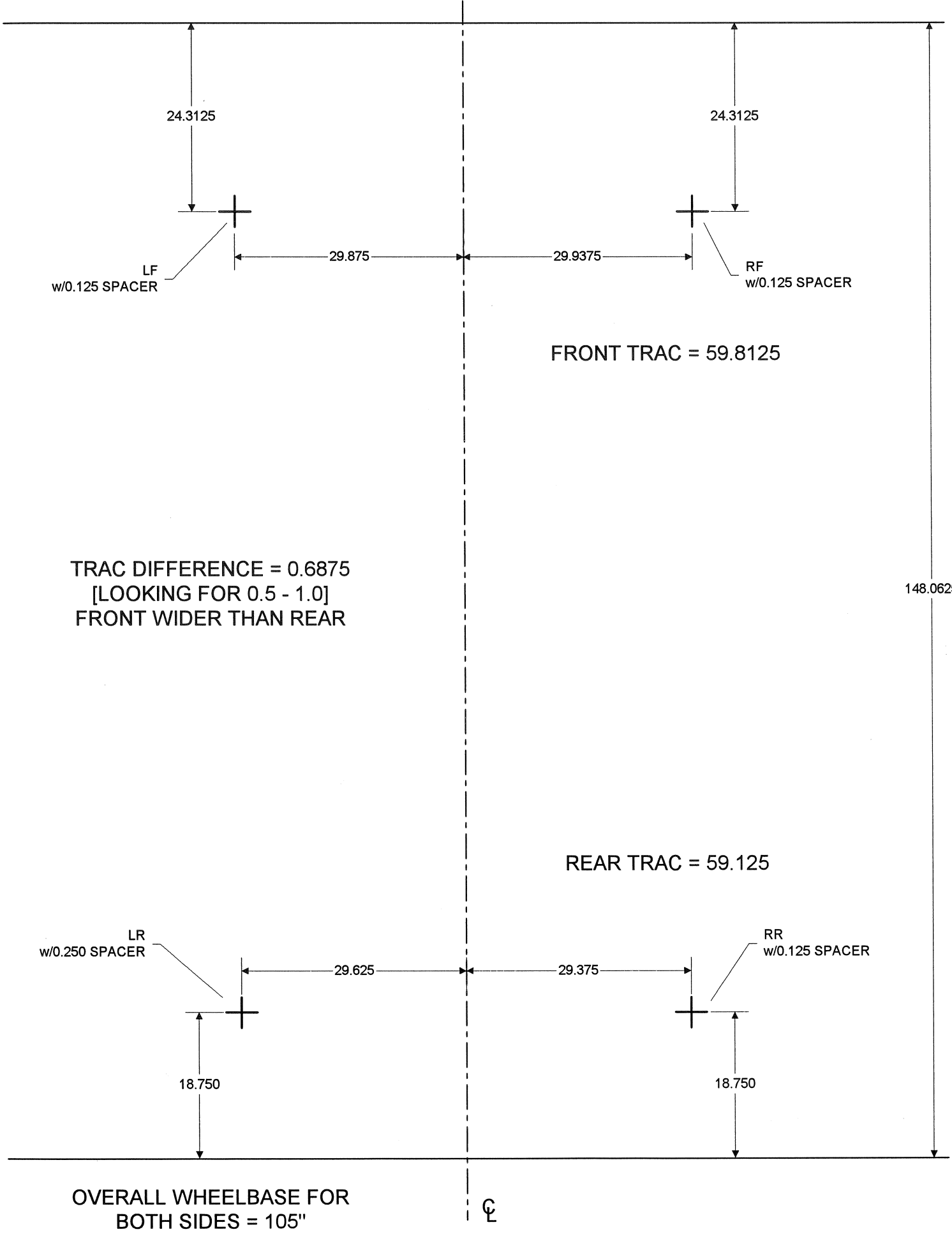
DRAG LINK SETTINGS:

<u>LF - OUT</u>	<u>LF - IN</u>	<u>RF - IN</u>	<u>RF - OUT</u>
<u>0.125</u>	<u>0.125</u> <i>down</i>	<u>0.063</u> <i>down</i>	FIXED /

BUMP MEASUREMENTS:

<u>LEFT FRONT</u>			<u>RIGHT FRONT</u>		
<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>	<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>
0.000	0.00	0.000	0.000	0.00	0.000
<u>0.000</u>	0.25	<u>0.000</u>	<u>0.000</u>	0.25	<u>0.004</u>
<u>0.000</u>	0.50	<u>0.001</u>	<u>0.000</u>	0.50	<u>0.004</u>
<u>0.000</u>	0.75	<u>0.002</u>	<u>0.000</u>	0.75	<u>0.005</u>
<u>0.000</u>	1.00	<u>0.003</u>	<u>0.001</u>	1.00	<u>0.006</u>
<u>0.000</u>	1.25		<u>0.003</u>	1.25	
<u>0.003</u>	1.50		<u>0.005</u>	1.50	
<u>0.006</u>	1.75		<u>0.007</u>	1.75	
<u>0.010</u>	2.00		<u>0.009</u>	2.00	
	2.25			2.25	
	2.50			2.50	
	2.75			2.75	
	3.00			3.00	

4/1/06



LF
w/0.125 SPACER

RF
w/0.125 SPACER

FRONT TRAC = 59.8125

TRAC DIFFERENCE = 0.6875
[LOOKING FOR 0.5 - 1.0]
FRONT WIDER THAN REAR

148.0625

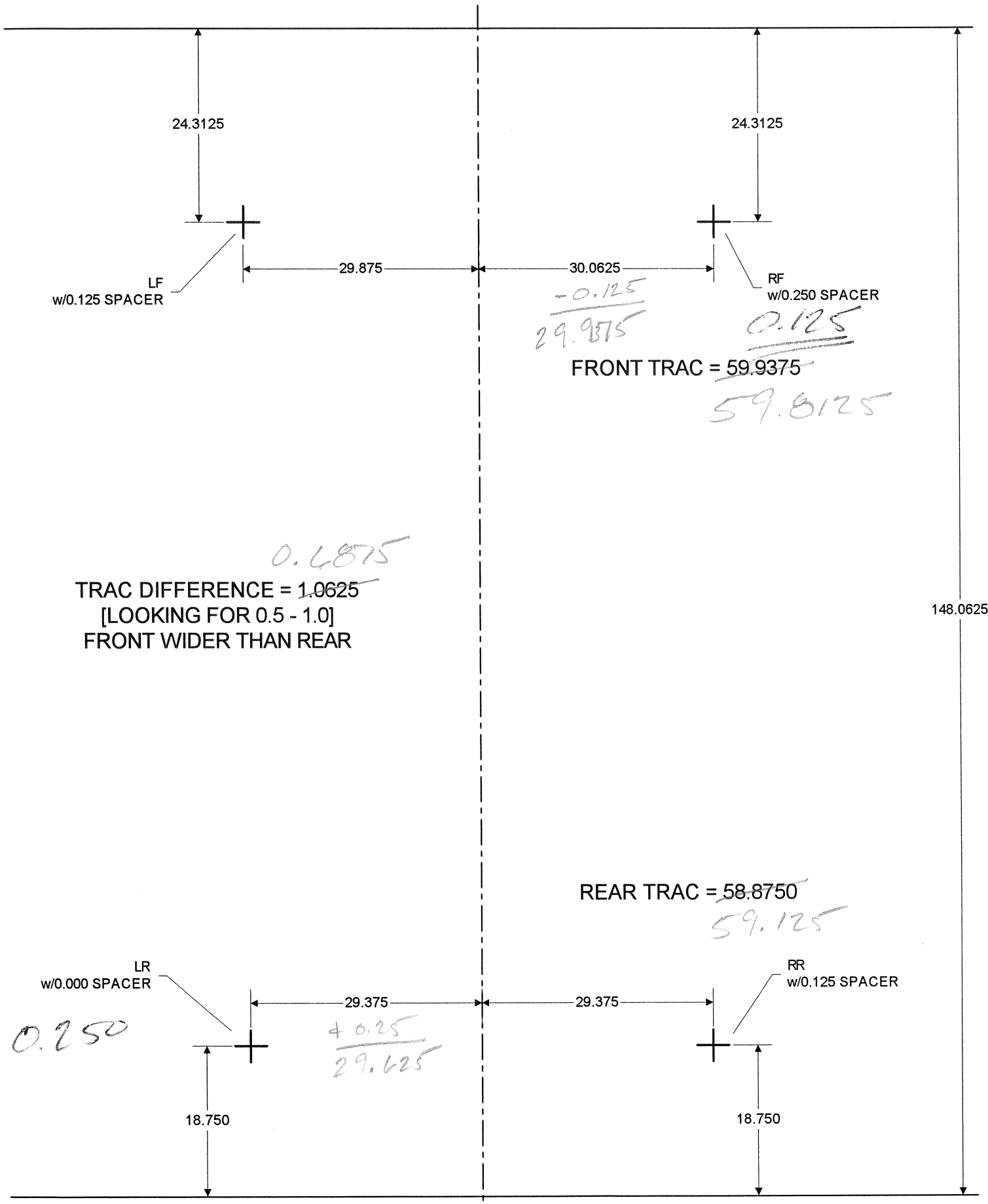
LR
w/0.250 SPACER

RR
w/0.125 SPACER

REAR TRAC = 59.125

OVERALL WHEELBASE FOR
BOTH SIDES = 105"

Ⓢ



LF
w/0.125 SPACER

RF
w/0.250 SPACER

$\frac{-0.125}{29.9375}$

$\frac{0.125}{59.8125}$

FRONT TRAC = 59.9375

59.8125

0.4875

TRAC DIFFERENCE = 1.0625
[LOOKING FOR 0.5 - 1.0]
FRONT WIDER THAN REAR

148.0625

REAR TRAC = 58.8750

59.125

LR
w/0.000 SPACER

RR
w/0.125 SPACER

0.250

$\frac{+0.25}{29.625}$

18.750

18.750

OVERALL WHEELBASE FOR
BOTH SIDES = 105"

Ⓢ

Track/Event: Road Atlanta / "The Mitty '06" Test Day Session 1
 Date: 4/27/06 (Thur) Time: 10:35 a.m. (running late)
 Weather & Conditions: 63.6°F / 64.6 RH Mostly Sunny & Breezy

Lap Times:

- | | |
|----------------------------------|-------------------------|
| 1) <u>warm up</u> (s) | 11) _____ (m) _____ (s) |
| 2) <u>1</u> (m) <u>58.00</u> (s) | 12) _____ (m) _____ (s) |
| 3) <u>1</u> (m) <u>49.37</u> (s) | 13) _____ (m) _____ (s) |
| 4) <u>1</u> (m) <u>45.27</u> (s) | 14) _____ (m) _____ (s) |
| 5) <u>1</u> (m) <u>44.36</u> (s) | 15) _____ (m) _____ (s) |
| 6) <u>1</u> (m) <u>43.37</u> (s) | 16) _____ (m) _____ (s) |
| 7) <u>1</u> (m) <u>42.98</u> (s) | 17) _____ (m) _____ (s) |
| 8) <u>1</u> (m) <u>42.54</u> (s) | 18) _____ (m) _____ (s) |
| 9) <u>1</u> (m) <u>46.75</u> (s) | 19) _____ (m) _____ (s) |
| 10) <u>warm down</u> (s) | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
145.3 °F	143.5 °F	155.3 °F

Cold: 23 (psi) Hot: 32 (psi)

RIGHT FRONT

Inside	Middle	Outside
145.3 °F	138.1 °F	85.7 °F

Cold: 23 (psi) Hot: 31 (psi)

LEFT REAR

Outside	Middle	Inside
155.3 °F	124.2 °F	127.7 °F

Cold: 20 (psi) Hot: 26 (psi)

RIGHT REAR

Inside	Middle	Outside
125.1 °F	117.7 °F	127.7 °F

Cold: 20 (psi) Hot: 25 (psi)

Notes:

clutch problems - last lap (warm down) in 1st gear sideways

HOBBS START: 58.3
 HOBBS STOP: 58.8

MILES: 25

oil
 TRANS TEMP: 200

REAR TEMP: 175
 water

BRAKE ROTOR TEMP (LF/RF): 454 / 422
 BRAKE ROTOR TEMP (LR/RR): 234 / 234

Track/Event: Road Atlanta / "The Mitty '06" Test Day Session 2
 Date: 4/27/06 (Thur) Time: 1:05 p.m.
 Weather & Conditions: Sunny 75°F

Lap Times:

- | | |
|---|--|
| 1) <u>1</u> (m) <u>52.12</u> (s) <u>Warm Up</u> | 11) <u>1</u> (m) <u>43.68</u> (s) |
| 2) <u>1</u> (m) <u>44.33</u> (s) | 12) <u>1</u> (m) <u>50.00</u> (s) <u>Cool down</u> |
| 3) <u>1</u> (m) <u>42.34</u> (s) | 13) <u> </u> (m) <u> </u> (s) |
| 4) <u>1</u> (m) <u>42.46</u> (s) | 14) <u> </u> (m) <u> </u> (s) |
| 5) <u>1</u> (m) <u>46.00</u> (s) | 15) <u> </u> (m) <u> </u> (s) |
| 6) <u>1</u> (m) <u>43.10</u> (s) | 16) <u> </u> (m) <u> </u> (s) |
| 7) <u>1</u> (m) <u>43.83</u> (s) | 17) <u> </u> (m) <u> </u> (s) |
| 8) <u>1</u> (m) <u>46.50</u> (s) | 18) <u> </u> (m) <u> </u> (s) |
| 9) <u>1</u> (m) <u>42.61</u> (s) | 19) <u> </u> (m) <u> </u> (s) |
| 10) <u> </u> (m) <u>45.46</u> (s) | 20) <u> </u> (m) <u> </u> (s) |

LEFT FRONT

Outside	Middle	Inside
170.9 °F	150.1 °F	162.1 °F

Cold: 23 (psi) Hot: 32 (psi)

RIGHT FRONT

Inside	Middle	Outside
120.9 °F	143.8 °F	85.4 °F

Cold: 23 (psi) Hot: 31 (psi)

LEFT REAR

Outside	Middle	Inside
162.1 °F	136.4 °F	126.6 °F

Cold: 19 (psi) Hot: 24 (psi)

RIGHT REAR

Inside	Middle	Outside
126.6 °F	153.4 °F	132.1 °F

Cold: 19 (psi) Hot: 24 (psi)

Notes:

- put in 13 gallons of fuel after session
- put on new tires after session

HOBBS START: 58.8
 HOBBS STOP: 59.3

MILES: 30

^{oil} TRANS TEMP: 210

^{water} REAR TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 435 / 410
 BRAKE ROTOR TEMP (LR/RR): 256 / 262

Track/Event: Road Atlanta / "The Mitty '06" Test Day Session 3

Date: 4/27/06 (Thur) Time: 2:45 - 3:00 p.m. start

Weather & Conditions: Sunny 74°F

Lap Times:

- | | |
|--|--|
| 1) <u>1</u> (m) <u>43</u> . <u>23</u> (s) warm up | 11) <u>2</u> (m) <u>00</u> . <u>00</u> (s) cool down |
| 2) <u>1</u> (m) <u>45</u> . <u>90</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>1</u> (m) <u>42</u> . <u>27</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>1</u> (m) <u>42</u> . <u>23</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>17</u> . <u>13</u> (s) ← Red Flag - off of course | 15) _____ (m) _____ . _____ (s) |
| 6) <u>4</u> (m) <u>43</u> . <u>64</u> (s) ← in pit area for Red Flag | 16) _____ (m) _____ . _____ (s) |
| 7) <u>1</u> (m) <u>40</u> . <u>25</u> (s) Reading from far pit | 17) _____ (m) _____ . _____ (s) |
| 8) <u>1</u> (m) <u>41</u> . <u>58</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) <u>1</u> (m) <u>41</u> . <u>86</u> (s) | 19) _____ (m) _____ . _____ (s) |
| 10) <u>1</u> (m) <u>41</u> . <u>00</u> (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
151.6 °F	153.7 °F	169.3 °F

Cold: 23 (psi) Hot: 30 (psi)

RIGHT FRONT

Inside	Middle	Outside
167.8 °F	140.6 °F	85.9 °F

Cold: 23 (psi) Hot: 29 (psi)

LEFT REAR

Outside	Middle	Inside
148.6 °F	149.5 °F	149.3 °F

Cold: 19 (psi) Hot: 23 (psi)

RIGHT REAR

Inside	Middle	Outside
142.8 °F	142.6 °F	139.1 °F

Cold: 19 (psi) Hot: 24 (psi)

Notes:

- before session put in 13 gallons of fuel
- put 4 new tires on car 6830's

HOBBS START: 59.3
HOBBS STOP: 59.7

MILES: 28

^{oil}
~~TRANS~~ TEMP: 210
^{Water}
REAR TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 427 / 511
BRAKE ROTOR TEMP (LR/RR): 297 / 159

Track/Event: Road Atlanta / "The Mitty '06" Test Day Session 4
 Date: 4/27/06 (Thur) Time: 5:10 p.m.
 Weather & Conditions: Sunny 76°F / RH 30%

Lap Times:

- | | |
|---|--|
| 1) <u>1</u> (m) <u>56.91</u> (s) warm up | 11) <u>1</u> (m) <u>38.00</u> (s) |
| 2) <u>1</u> (m) <u>43.98</u> (s) | 12) <u>1</u> (m) <u>38.53</u> (s) checkered flag |
| 3) <u>1</u> (m) <u>39.29</u> (s) | 13) <u>2</u> (m) <u>00.00</u> (s) cool down |
| 4) <u>1</u> (m) <u>40.06</u> (s) | 14) _____ (m) _____ (s) |
| 5) <u>1</u> (m) <u>39.92</u> (s) | 15) _____ (m) _____ (s) |
| 6) <u>1</u> (m) <u>39.27</u> (s) | 16) _____ (m) _____ (s) |
| 7) <u>1</u> (m) <u>40.50</u> (s) } in traffic | 17) _____ (m) _____ (s) |
| 8) <u>1</u> (m) <u>41.25</u> (s) } | 18) _____ (m) _____ (s) |
| 9) <u>1</u> (m) <u>40.81</u> (s) } | 19) _____ (m) _____ (s) |
| 10) <u>1</u> (m) <u>38.25</u> (s) | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
163.1 °F	162.9 °F	174.4 °F

Cold: 23 (psi) Hot: 31 (psi)

RIGHT FRONT

Inside	Middle	Outside
163.3 °F	146.9 °F	142.0 °F

Cold: 23 (psi) Hot: 30 (psi)

LEFT REAR

Outside	Middle	Inside
151.2 °F	134.8 °F	143.7 °F

Cold: 19 (psi) Hot: 24 (psi)

RIGHT REAR

Inside	Middle	Outside
146.2 °F	146.8 °F	144.9 °F

Cold: 19 (psi) Hot: 26 (psi)

Notes:

★ fastest time ever @ Road Atlanta on Lap 11!!!
 Track bar up 1/2" before session

HOBBS START: 59.7
 HOBBS STOP: 60.2

MILES: 33

oil
 TRANS TEMP: 220

REAR TEMP: 180
 water

BRAKE ROTOR TEMP (LF/RF): 519 / 535
 BRAKE ROTOR TEMP (LR/RR): 370 / 320

Track/Event: Road Atlanta / "The Mitty '06" Practice Session 1

Date: 4/28/06 (Fri) Time: 10:55 a.m.

Weather & Conditions: 71°F 47% RH Sunny & Warm

Lap Times:

- | | |
|--|--|
| 1) <u>1</u> (m) <u>53</u> . <u>54</u> (s) Warm up | 11) <u>1</u> (m) <u>50</u> . <u>00</u> (s) Cool down |
| 2) <u>1</u> (m) <u>39</u> . <u>14</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>1</u> (m) <u>38</u> . <u>88</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>1</u> (m) <u>37</u> . <u>35</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>1</u> (m) <u>39</u> . <u>40</u> (s) time is off: long | 15) _____ (m) _____ . _____ (s) |
| 6) <u>1</u> (m) <u>35</u> . <u>37</u> (s) time is off: short | 16) _____ (m) _____ . _____ (s) |
| 7) <u>1</u> (m) <u>36</u> . <u>81</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>1</u> (m) <u>37</u> . <u>53</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) <u>1</u> (m) <u>37</u> . <u>12</u> (s) | 19) _____ (m) _____ . _____ (s) |
| 10) <u>1</u> (m) <u>38</u> . <u>67</u> (s) | 20) _____ (m) _____ . _____ (s) |

avg. is 137.385

LEFT FRONT

Outside	Middle	Inside
146.2 °F	152.5 °F	165.0 °F

Cold: 23 (psi) Hot: 31 (psi)

RIGHT FRONT

Inside	Middle	Outside
146.2 °F	146.2 °F	146.1 °F

Cold: 23 (psi) Hot: 26 (psi)

LEFT REAR

Outside	Middle	Inside
165.0 °F	143.8 °F	146.7 °F

Cold: 19 (psi) Hot: 26 (psi)

RIGHT REAR

Inside	Middle	Outside
147.3 °F	132.9 °F	139.6 °F

Cold: 19 (psi) Hot: 26 (psi)

Notes:

- up track bar 1/4"

- lap 5 & 6 are off but lap 7 confirmed by timing as real & accurate

finished 11/16; faster than Ed Bull & Peter Wiedecker

- added 13 gallons before session

HOBBS START: 60.2
HOBBS STOP: 60.8

MILES: 28

oil
TRANS TEMP: 210

water
REAR TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 578 / 508
BRAKE ROTOR TEMP (LR/RR): 293 / 321

Track/Event: Road Atlanta / "The Mitty '06" Practice Session 2

Date: 4/28/06 (Fri) Time: 4:15 p.m. - 4:45 p.m.

Weather & Conditions: 34% RH / 77°F ~~45 p.m.~~ - ~~4:45~~
Sunny & Hot

Lap Times:

- | | |
|--|--|
| 1) <u>1</u> (m) <u>59</u> . <u>68</u> (s) Warmup | 11) <u>2</u> (m) <u>11</u> . <u>11³⁰</u> (s) Cool down |
| 2) <u>1</u> (m) <u>41</u> . <u>36</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>1</u> (m) <u>38</u> . <u>89</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>1</u> (m) <u>37</u> . <u>96</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>1</u> (m) <u>39</u> . <u>35</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>1</u> (m) <u>38</u> . <u>15</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>1</u> (m) <u>38</u> . <u>40</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>1</u> (m) <u>37</u> . <u>52</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) <u>1</u> (m) <u>38</u> . <u>83</u> (s) | 19) _____ (m) _____ . _____ (s) |
| 10) <u>1</u> (m) <u>39</u> . <u>45</u> (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
169.0 °F	150.4 °F	155.5 °F

Cold: ~~23~~ 22 (psi) Hot: 32 (psi)

RIGHT FRONT

Inside	Middle	Outside
169.0 °F	146.1 °F	97 °F

Cold: ~~23~~ 22 (psi) Hot: 29 (psi)

LEFT REAR

Outside	Middle	Inside
109.1 °F	144.9 °F	146.5 °F

Cold: 19 (psi) Hot: 25 (psi)

RIGHT REAR

Inside	Middle	Outside
154.8 °F	153 °F	141.8 °F

Cold: 19 (psi) Hot: 25 (psi)

Notes:

- up track bar 1/4"
- changed Tire Pressure Cold down 1 per Aaron from cold 23 to cold 22
- unable to get Timing Sheet Results from Timing & Scoring - "We ran out"

HOBBS START: 60.8
HOBBS STOP: 61.3

MILES: 28

oil
TRANS TEMP: 210

water
REAR TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 540 / 459
BRAKE ROTOR TEMP (LR/RR): 287 / 308

Track/Event: Road Atlanta / "The Mitty '06" Qualifying Race
 Date: 4/29/06 (Sat.) Time: 11:05 a.m.
 Weather & Conditions: Cold & very breezy 62°F / 54% RH

Lap Times:

- | | |
|---|--|
| 1) <u>2</u> (m) <u>08</u> . <u>27</u> (s) warm up | 11) <u>2</u> (m) <u>11</u> . <u>46</u> (s) cool down |
| 2) <u>1</u> (m) <u>38</u> . <u>00</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>1</u> (m) <u>37</u> . <u>79</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>1</u> (m) <u>37</u> . <u>48</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>1</u> (m) <u>37</u> . <u>50</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>1</u> (m) <u>38</u> . <u>52</u> (s) <i>passed car in front of him</i> | 16) _____ (m) _____ . _____ (s) |
| 7) <u>1</u> (m) <u>38</u> . <u>43</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>1</u> (m) <u>40</u> . <u>07</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) <u>1</u> (m) <u>39</u> . <u>25</u> (s) | 19) _____ (m) _____ . _____ (s) |
| 10) <u>1</u> (m) <u>39</u> . <u>25</u> (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
127.4 °F	128.3 °F	147.3 °F

Cold: 23 (psi) Hot: 32 (psi)

RIGHT FRONT

Inside	Middle	Outside
142.7 °F	131.8 °F	95.3 °F

Cold: 23 (psi) Hot: 31 (psi)

LEFT REAR

Outside	Middle	Inside
129.2 °F	126.3 °F	132.5 °F

Cold: 19 (psi) Hot: 25 (psi)

RIGHT REAR

Inside	Middle	Outside
136.3 °F	133.8 °F	93.2 °F

Cold: 19 (psi) Hot: 25 (psi)

Notes: Before Run:

- on 4/28 after Practice 2, lowered right side track bar to make level (wasn't level for last run)
- 4/29 Removed 1/8" shim on Right front
- added Remaining fuel to car ~11.5 gallons
- Destroyed Right front

HOBBS START: 61.3
 HOBBS STOP: 61.8

MILES: 28

oil
~~FRANS~~ TEMP: 205
~~REAR~~ TEMP: 175
 water

BRAKE ROTOR TEMP (LF/RF): 509 / 475
 BRAKE ROTOR TEMP (LR/RR): 288 / 275

Track/Event: Road Atlanta / "The Mitty '06" / Race Qualifying
 Date: 4/29/06 (Sat.) Time: ~4:30p.m.
 Weather & Conditions: Cold, Cloudy & Breezy 66°F / 46% RH

Lap Times:

- | | |
|--|-------------------------|
| 1) <u>3</u> (m) <u>05.56</u> (s) <i>pace car warm up</i> | 11) _____ (m) _____ (s) |
| 2) <u>1</u> (m) <u>43.66</u> (s) | 12) _____ (m) _____ (s) |
| 3) <u>1</u> (m) <u>39.07</u> (s) | 13) _____ (m) _____ (s) |
| 4) <u>1</u> (m) <u>38.08</u> (s) | 14) _____ (m) _____ (s) |
| 5) <u>1</u> (m) <u>38.81</u> (s) | 15) _____ (m) _____ (s) |
| 6) <u>1</u> (m) <u>37.69</u> (s) | 16) _____ (m) _____ (s) |
| 7) <u>1</u> (m) <u>37.98</u> (s) | 17) _____ (m) _____ (s) |
| 8) <u>2</u> (m) <u>19.33</u> (s) <i>cooldown</i> | 18) _____ (m) _____ (s) |
| 9) _____ (m) _____ (s) | 19) _____ (m) _____ (s) |
| 10) _____ (m) _____ (s) | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
137.8 °F	134.5 °F	138.1 °F

Cold: 23 (psi) Hot: 31 (psi)

RIGHT FRONT

Inside	Middle	Outside
137.8 °F	132.0 °F	136.3 °F

Cold: 23 (psi) Hot: 31 (psi)

LEFT REAR

Outside	Middle	Inside
138.1 °F	127.7 °F	131.0 °F

Cold: 19 (psi) Hot: 25 (psi)

RIGHT REAR

Inside	Middle	Outside
130.8 °F	123.4 °F	123.2 °F

Cold: 19 (psi) Hot: 25 (psi)

Notes:

- Down 1/4" on left track bar *→ confirm w/ John: YES!*
- Took out 3/16" shim on right front
- 4 new tires 5704's
- added 8 gallons of fuel: Car full
- put oil warmer blanket on 1/2 hr. before race

HOBBS START: 61.8
 HOBBS STOP: 62.3

MILES: 20

oil
 TRANS TEMP: 210

water
 REAR TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 454 / 470
 BRAKE ROTOR TEMP (LR/RR): 283 / 280

Track/Event: Road Atlanta / "The Mitty '06" Race

Date: 4/30/06 (Sun.) Time: ~3:10 p.m.

Weather & Conditions: Cold, Cloudy, Occasional Rain Showers
58°F / 45% RH

Lap Times:

- | | |
|--|---------------------------------|
| 1) <u>2</u> (m) <u>45</u> . <u>03</u> (s) <u>pace lap</u> | 11) _____ (m) _____ . _____ (s) |
| 2) <u>1</u> (m) <u>41</u> . <u>73</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>1</u> (m) <u>45</u> . <u>83</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>51</u> . <u>31</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>6</u> (m) <u>10</u> . <u>38</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>1</u> (m) <u>38</u> . <u>62</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>1</u> (m) <u>37</u> . <u>61</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>2</u> (m) <u>12</u> . <u>97</u> (s) <u>cool down</u> | 18) _____ (m) _____ . _____ (s) |
| 9) _____ (m) _____ . _____ (s) | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s) | 20) _____ (m) _____ . _____ (s) |

caution: Scott Murphy crash on front straight

LEFT FRONT

Outside	Middle	Inside
<u>120.9</u>	<u>120.0</u>	<u>127.2</u>
°F	°F	°F

Cold: 23 (psi) Hot: 26 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>120.9</u>	<u>118.0</u>	<u>125.7</u>
°F	°F	°F

Cold: 23 (psi) Hot: 28.5 (psi)

LEFT REAR

Outside	Middle	Inside
<u>127.2</u>	<u>118.3</u>	<u>128.7</u>
°F	°F	°F

Cold: 19 (psi) Hot: 23.5 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>122.3</u>	<u>120.4</u>	<u>120.7</u>
°F	°F	°F

Cold: 19 (psi) Hot: 24 (psi)

Notes:

- 5 turns on left front & right front to raise the nose
- added 1/16th camber shim to left & right front
- added 2 gallons gas
- HSR counted pace lap as a race lap
- TOTAL MILEAGE = 240
- TOTAL TIME = 4.7

HOBBS START: 62.3
HOBBS STOP: 63.0

MILES: 20

~~TEMP~~ TEMP: 190

~~REAR~~ REAR TEMP: 175

oil
water
BRAKE ROTOR TEMP (LF/RF): 341 / 337
BRAKE ROTOR TEMP (LR/RR): 188 / 198

Group 8 Practice 1

Joni Phillips Letter
1520 Beach Dr. NE
St. Petersburg, FL 33704

2006 Mitty at: Road Atlanta (2.520 miles)

Date: 4/28/06

Results

Time: 10:55 AM

Po	No.	Name	Car Type	City, State	Clas	Best
1	29	Gene Felton	96 Monte Carlo, 5927	Roswell, GA	LSC-	1:29.481
2	30	Scott Murphy	93 Grand Prix, 5927	Thomasville, NC	LSC-	1:29.914
3	144	Wayne Otto	99 Lumina, 5917	Watchung, NJ	LSC-	1:31.050
4	75	Jack Finch	91 Cutlass, 5917	Thomasville, NC	HSC-	1:31.207
5	12	John Cloud	94 Thunderbird, 5927	Wellington, OH	HSC-	1:31.892
6	2	Donald Soenen	98 Taurus, 5927	Saline, MI	LSC-	1:32.426
7	96	Pierre Mulacek	98 Monte Carlo, 5927	The Woodlands, TX	LSC-	1:32.834
8	17	Edgar Otto	02 Monte Carlo, 5927	Boca Raton, FL	LSC-	1:33.873
9	5	Michael Goodman	90 Lumina, 5927	Alpharetta, GA	HRO	1:34.149
10	6	John Finger	92 Thunderbird, 5917	Greenville, SC	HSC-	1:35.460
11	11	John Orzechowski	97 Thunderbird, 5927	Frederick, MD	BSC-	1:36.800
12	7	Peter Wiederkehr	99 Monte Carlo, 5927	Oberhasli,	LSC-	1:36.887
13	1	Tom Salley	02 Taurus, 5867	Martinez, GA	HRO	1:36.955
14	50	Grant Leadbetter	99 Dodge Charger, 5927	Atlanta, GA	LSC-	1:39.387
15	77	Ed Bull	98 Taurus, 5927	Chapin, SC	BSC-	1:39.953
16	97	Merlin Mitchell	97 Grand Prix, 5927	Tallahassee, FL	BSC-	1:40.144
17	25	David Lewis	89 Cutlass, 5917	Jacksonville, FL	HRO	--:--:--
18	03	Red Bordner	96 Monte Carlo,	Inman, SC	LSC-	--:--:--
19	6	Bill Bradford	88 T-Brid, 5927	Huntersville, NC	VSC-	--:--:--
20	28	Michael Dunkel	02 Taurus, 5927	Merritt Island, FL	LSC-	--:--:--
21	96	Pierre Mulacek	98 Monte Carlo, 5927	The Woodlands, TX	LSC-	--:--:--
22	5	Dale Phelon	00 Monte Carlo, 5927	Fernandina Beach, FL	LSC-	--:--:--
23	13	John Woodruff	98 Taurus, 5927	Atlanta, GA	LSC-	--:--:--

Did Not FF - # 28

Chief of Timing & Scoring:

Signed: *W. B. [Signature]*
4/28/06

HSR 2006 MITTY

06 Mitty

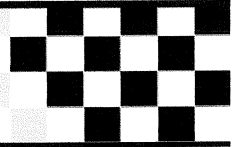
Group 8

Group 8 Practice 2

Practice

Road Atlanta 2.520 Miles

4/28/2006 04:05 PM



Qualify Results

<i>Pos</i>	<i>No.</i>	<i>Name</i>	<i>Best Tm</i>	<i>Make</i>	<i>Nat/State</i>	<i>2nd Best</i>
1	30	Scott Murphy	1:29.140	"93 Grand Prix, 5927"	"Thomasville, NC"	1:29.432
2	144	Wayne Otto	1:29.668	"99 Lumina, 5917"	"Watchung, NJ"	1:31.210
3	5	Dale Phelon	1:30.073	"00 Monte Carlo, 5927"	"Fernandina Beach, FL"	1:31.180
4	29	Gene Felton	1:31.012	"96 Monte Carlo, 5927"	"Roswell, GA"	1:31.762
5	2	Donald Soenen	1:31.156	"98 Taurus, 5927"	"Saline, MI"	1:31.468
6	75	Jack Finch	1:31.768	"91 Cutlass, 5917"	"Thomasville, NC"	1:31.966
7	6	John Finger	1:32.001	"92 Thunderbird, 5917"	"Greenville, SC"	1:32.139
8	96	Pierre Mulacek	1:32.369	"98 Monte Carlo, 5927"	"The Woodlands, TX"	1:32.820
9	12	John Cloud	1:33.141	"94 Thunderbird, 5927"	"Wellington, OH"	1:33.721
10	17	Edgar Otto	1:33.621	"02 Monte Carlo, 5927"	"Boca Raton, FL"	1:34.845
11	5	Michael Goodman	1:33.691	"90 Lumina, 5927"	"Alpharetta, GA"	1:33.733
12	20	Brian Gill	1:33.874	"02 Grand Prix, 5927"	"Madison, AL"	1:34.255
13	7	Peter Wiederkehr	1:35.626	"99 Monte Carlo, 5927"	"Oberhasli,"	1:35.755
14	77	Ed Bull	1:35.901	"98 Taurus, 5927"	"Chapin, SC"	1:36.591
15	1	Tom Salley	1:36.228	"02 Taurus, 5867"	"Martinez, GA"	1:36.671
16	50	Grant Leadbetter	1:37.415	"99 Dodge Charger, 5927"	"Atlanta, GA"	1:37.472
17	11	John Orzechowski	1:38.015	"97 Thunderbird, 5927"	"Frederick, MD"	1:38.045
18	03	Red Bordner	1:38.269	"96 Monte Carlo,"	"Inman, SC"	1:38.546
19	25	David Lewis	1:39.176	"89 Cutlass, 5917"	"Jacksonville, FL"	1:39.760
20	97	Merlin Mitchell	1:39.198	"97 Grand Prix, 5927"	"Tallahassee, FL"	1:39.685

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Kim Belinc

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HSR 2006 MITTY

06 Mitty

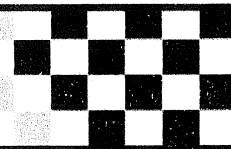
Group 8

Group 8 Qualifying for R2

Qualify

Road Atlanta 2.520 Miles

4/29/2006 10:55 AM



Qualify Results

<i>Pos</i>	<i>No.</i>	<i>Name</i>	<i>Best Tm</i>	<i>Make</i>	<i>2nd Best Class</i>
1	5	Dale Phelon	1:28.557	"00 Monte Carlo, 5927"	1:30.762 LSC-A
2	30	Scott Murphy	1:29.120	"93 Grand Prix, 5927"	1:29.232 LSC-A
3	29	Gene Felton	1:29.692	"96 Monte Carlo, 5927"	1:29.735 LSC-A
4	144	Wayne Otto	1:30.011	"99 Lumina, 5917"	1:30.627 LSC-A
5	75	Jack Finch	1:30.678	"91 Cutlass, 5917"	1:31.257 HSC-A
6	6	John Finger	1:31.723	"92 Thunderbird, 5917"	1:36.570 HSC-A
7	96	Pierre Mulacek	1:32.056	"98 Monte Carlo, 5927"	1:32.633 LSC-A
8	17	Edgar Otto	1:32.629	"02 Monte Carlo, 5927"	1:32.665 LSC-A
9	2	Donald Soenen	1:33.336	"98 Taurus, 5927"	1:34.336 LSC-A
10	20	Brian Gill	1:33.353	"02 Grand Prix, 5927"	1:33.584 HROC-B
11	5	Michael Goodm	1:33.798	"90 Lumina, 5927"	1:33.931 HROC-B
12	7	Peter Wiederkel	1:34.633	"99 Monte Carlo, 5927"	1:35.311 LSC-A
13	1	Tom Salley	1:35.620	"02 Taurus, 5867"	1:36.147 HROC-B
14	50	Grant Leadbette	1:37.312	"99 Dodge Charger, 5927"	1:37.436 LSC-B
15	11	John Orzechow:	1:37.369	"97 Thunderbird, 5927"	1:37.583 BSC-B
16	97	Merlin Mitchell	1:37.778	"97 Grand Prix, 5927"	1:39.309 BSC-B
17	12	John Cloud	1:38.509	"94 Thunderbird, 5927"	1:38.625 HSC-A
18	25	David Lewis	1:38.832	"89 Cutlass, 5917"	1:39.002 HROC-B
19	77	Ed Bull	1:39.506	"98 Taurus, 5927"	1:41.425 BSC-B
20	03	Red Bordner	1:40.638	"96 Monte Carlo,"	1:42.091 LSC-B
21	13	John Woodruff	-.---	"98 Taurus, 5927"	-.---
22	28	Michael Dunkel	-.---	"02 Taurus, 5927"	-.---
23	6	Bill Bradford	-.---	"88 T-Brid, 5927"	-.---

HSR 2006 MITTY

6 Mitty

Group 8

Road Atlanta 2.520 Miles

Feature Race 1

4/29/2006 04:30 PM

Race (6 Laps)

Race Results

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Nat/State
1	1	30	Scott Murphy	LSCA	6	1:28.454	"93 Grand Prix, 5927"	"Thomasville, NC"
2	1	5	Dale Phelon	LSC-A	6	1:28.465	"00 Monte Carlo, 5927"	"Fernandina Beach, FL"
3	2	144	Wayne Otto	LSC-A	6	1:30.252	"99 Lumina, 5917"	"Watchung, NJ"
4	3	29	Gene Felton	LSC-A	6	1:30.522	"96 Monte Carlo, 5927"	"Roswell, GA"
5	1	75	Jack Finch	HSC-A	6	1:31.197	"91 Cutlass, 5917"	"Thomasville, NC"
6	2	12	John Cloud	HSC-A	6	1:30.391	"94 Thunderbird, 5927"	"Wellington, OH"
7	4	96	Pierre Mulacek	LSC-A	6	1:31.805	"98 Monte Carlo, 5927"	"The Woodlands, TX"
8	5	2	Donald Soenen	LSC-A	6	1:32.410	"98 Taurus, 5927"	"Saline, MI"
9	3	6	John Finger	HSC-A	6	1:32.158	"92 Thunderbird, 5917"	"Greenville, SC"
10	1	20	Brian Gill	HROC-B	6	1:34.817	"02 Grand Prix, 5927"	"Madison, AL"
11	6	17	Edgar Otto	LSC-A	6	1:35.429	"02 Monte Carlo, 5927"	"Boca Raton, FL"
12	7	7	Peter Wiederkehr	LSC-A	6	1:35.522	"99 Monte Carlo, 5927"	"Oberhasli,"
13	2	5	Michael Goodman	HROC-B	6	1:35.737	"90 Lumina, 5927"	"Alpharetta, GA"
14	1	77	Ed Bull	BSC-B	6	1:36.785	"98 Taurus, 5927"	"Chapin, SC"
15	1	50	Grant Leadbetter	LSC-B	6	1:36.794	"99 Dodge Charger, 5927"	"Atlanta, GA"
16	2	03	Red Bordner	LSC-B	6	1:37.242	"96 Monte Carlo,"	"Inman, SC"
17	2	11	John Orzechowski	BSC-B	6	1:37.926	"97 Thunderbird, 5927"	"Frederick, MD"
18	3	25	David Lewis	HROC-B	6	1:40.028	"89 Cutlass, 5917"	"Jacksonville, FL"
19	4	1	Tom Salley	HROC-B	6	1:38.920	"02 Taurus, 5867"	"Martinez, GA"
20	3	97	Merlin Mitchell	BSC-B	6	1:39.014	"97 Grand Prix, 5927"	"Tallahassee, FL"

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HSR 2006 MITTY

06 Mitty

Group 8

Road Atlanta 2.520 Miles

Feature Race 2

4/30/2006 03:10 PM

Race (7 Laps)

Race Results

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Nat/State
1	1	5	Dale Phelon	LSC-A	7	1:29.113	"00 Monte Carlo, 5927"	"Fernandina Beach, FL"
2	2	29	Gene Felton	LSC-A	7	1:30.425	"96 Monte Carlo, 5927"	"Roswell, GA"
3	3	144	Wayne Otto	LSC-A	7	1:30.416	"99 Lumina, 5917"	"Watchung, NJ"
4	1	75	Jack Finch	HSC-A	7	1:31.258	"91 Cutlass, 5917"	"Thomasville, NC"
5	4	96	Pierre Mulacek	LSC-A	7	1:32.193	"98 Monte Carlo, 5927"	"The Woodlands, TX"
6	2	6	John Finger	HSC-A	7	1:32.476	"92 Thunderbird, 5917"	"Greenville, SC"
7	5	2	Donald Soenen	LSC-A	7	1:32.975	"98 Taurus, 5927"	"Saline, MI"
8	3	12	John Cloud	HSC-A	7	1:33.104	"94 Thunderbird, 5927"	"Wellington, OH"
9	1	20	Brian Gill	HROC-B	7	1:33.038	"02 Grand Prix, 5927"	"Madison, AL"
10	6	7	Peter Wiederkehr	LSC-A	7	1:34.646	"99 Monte Carlo, 5927"	"Oberhasli,"
11	7	17	Edgar Otto	LSC-A	7	1:33.161	"02 Monte Carlo, 5927"	"Boca Raton, FL"
12	2	1	Tom Salley	HROC-B	7	1:37.094	"02 Taurus, 5867"	"Martinez, GA"
13	1	50	Grant Leadbetter	LSC-B	7	1:37.694	"99 Dodge Charger, 5927"	"Atlanta, GA"
14	3	33	Michael Goodman	HROC-B	7	1:35.305	"90 Lumina, 5927"	"Alpharetta, GA"
15	1	11	John Orzechowski	BSC-B	7	1:37.620	"97 Thunderbird, 5927"	"Frederick, MD"
16	2	03	Red Bordner	LSC-B	7	1:36.698	"96 Monte Carlo,"	"Inman, SC"
17	2	77	Ed Bull	BSC-B	7	1:36.506	"98 Taurus, 5927"	"Chapin, SC"
18	4	25	David Lewis	HROC-B	7	1:40.057	"89 Cutlass, 5917"	"Jacksonville, FL"
19	3	97	Merlin Mitchell	BSC-B	7	1:40.703	"97 Grand Prix, 5927"	"Tallahassee, FL"
20	1	30	Scott Murphy	LSCA	1	1:30.679	"93 Grand Prix, 5927"	"Thomasville, NC"
21	8	13	John Woodruff	LSC-A	0	---	"98 Taurus, 5927"	"Atlanta, GA"
22	9	28	Michael Dunkel	LSC-A	0	---	"02 Taurus, 5927"	"Merritt Island, FL"
23	1	6	Bill Bradford	VSC-B	0	---	"88 T-Brid, 5927"	"Huntersville, NC"

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CHASSIS SETUP SHEET

DATE: 5-20-06
 CAR: BGN Thunderbird - #11
 TRACK: ROAD ATLANTA "POST RACE"
 WEATHER: _____
 TEMPERATURE: _____

LF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>800#</u>
Camber:	<u>-2.0°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 3/4"</u>

RF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>800#</u>
Camber:	<u>-1 1/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>6"</u>

FRONT VALANCE = 4 3/4"

Front Brake Bias: FRONT (550) REAR (500)
 Front Toe-Out: 3/16"
 Front Sway Bar: 1 3/8" HOLLOW (NEUTRAL)
 Rear Sway Bar: 5/8" SOLID (NEUTRAL)
 Rear End Ratio: 4.11:1
 Track Bar Height: LR=10 3/4" RR=10 3/16" ↓0.6" ↑
 Fuel Level: FULL

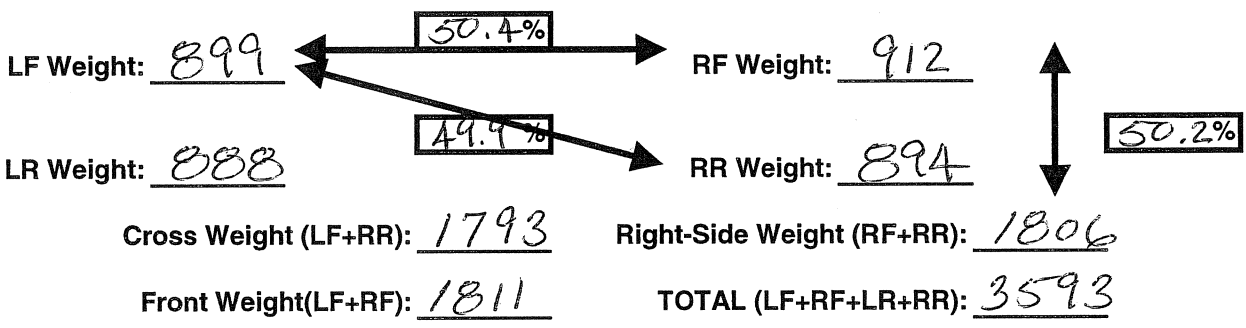
w/DRIVER @
230

LR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>250#</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>6 1/2"</u>

TRAIL IN REAR
 ↑0.4° ↓ REAR

RR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>250#</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>6 3/4"</u>

TRAIL IN REAR
 ↑1.6° ↓ REAR



NOTES: * ADDED 8 GALLONS FUEL = [FULL]
 * HOBBS = 63.0 TOTAL MILES = 240

DRAG LINK SETTINGS:

<u>LF - OUT</u>	<u>LF - IN</u>	<u>RF - IN</u>	<u>RF - OUT</u>
<u>0.125</u>	<u>0.125</u> DOWN	<u>0.063</u> DOWN	FIXED 0

BUMP MEASUREMENTS:

LEFT FRONT

RIGHT FRONT

<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>	<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>
0.000	0.00	0.000	0.000	0.00	0.000
<u>0.000</u>	0.25	<u>0.000</u>	<u>0.000</u>	0.25	<u>0.004</u>
<u>0.000</u>	0.50	<u>0.001</u>	<u>0.000</u>	0.50	<u>0.004</u>
<u>0.000</u>	0.75	<u>0.002</u>	<u>0.000</u>	0.75	<u>0.005</u>
<u>0.000</u>	1.00	<u>0.003</u>	<u>0.001</u>	1.00	<u>0.006</u>
<u>0.000</u>	1.25		<u>0.003</u>	1.25	
<u>0.003</u>	1.50		<u>0.005</u>	1.50	
<u>0.006</u>	1.75		<u>0.007</u>	1.75	
<u>0.010</u>	2.00		<u>0.009</u>	2.00	
	2.25			2.25	
	2.50			2.50	
	2.75			2.75	
	3.00			3.00	



MOBILE OIL ANALYSIS REPORT

CONTAMINATION
WEAR
OIL CONDITION

NORMAL
ATTENTION
NORMAL

11 - Front Gasoline Engine

Unit Make : FORD
 Unit Model : THUNDERBIRD
 Comp Make : FORD
 Comp Model : 351 SV0
 Serial No : JT012
 Cust. Ref No. : {n/a}
 Stub No. : WC-M1046205
 Date Rec'd : May 10, 2006
 Sample Date : Apr 30, 2006
 Diagnostician : Keith Scott

RECOMMENDATION

Resample at the next service interval to monitor.

Sample Date	07/10/05	09/04/05	11/12/05	Current	UOM
Time on Unit	33	35.7	37.7	43.1	hrs
Time on Oil	4.5	2.7	2	5.4	hrs
Time on Fltr	4.5	2.7	2	5.4	hrs
Oil Maint.	changed	changed	changed	changed	---
Filter Maint.	changed	changed	changed	changed	---

CONTAMINATION

There is no indication of any contamination in the component.

Sample Date	07/10/05	09/04/05	11/12/05	Current	Abn
Silicon	2.5	2.7	1.7	4.3	
Potassium	0.0	0.0	2.3	0.0	
Sodium	4.1	2.7	1.1	5.6	
Fuel (%)	<2.0	<2.0	<2.0	<2.0	
Glycol (%)	<0.02	<0.02	<0.02	<0.02	
Water (%)	<0.1	<0.1	<0.1	<0.1	
Soot (%)	0	0	0	0	
Sulfation	13	13	13	17	
Nitration	0	0	0	0	

WEAR

All component wear rates are normal. Lead noted as fuel additive.

Sample Date	07/10/05	09/04/05	11/12/05	Current	Abn
Iron	4.1	8.2	9.9	7.6	---
Nickel	0.6	0.3	0.0	0.3	---
Chromium	0.3	0.5	0.6	0.7	---
Titanium	3.8	3.9	2.6	8.5	---
Copper	1.7	1.9	1.3	2.1	---
Aluminum	3.9	10	5.3	6.2	---
Tin	0.0	0.0	0.0	0.0	---
Lead	809	673	355	905	---
Silver	0.0	0.0	0.0	0.0	---

OIL CONDITION

Oil Type: 22 QTS of CASTROL GTX 20W50

The condition of the oil is acceptable for the time in service.

Sample Date	07/10/05	09/04/05	11/12/05	Current	Base
Boron	7.5	8.3	9.9	11	
Barium	2.8	0.0	2.4	0.4	
Calcium	1441	1532	1784	1750	
Magnesium	7.5	4.2	8.9	6.4	
Molybdenum	0.7	1.3	0.9	1.7	
Sodium	4.1	2.7	1.1	5.6	
Phosphorus	669	628	662	702	
Sulfur	3319	2430	2616	2692	
Zinc	619	600	677	681	
Visc@40°C	---	---	---	---	153
Visc@100°C	16.51	16.74	17.7	16.8	19.1
Oxidation	90	95	90	95	---

CHASSIS SETUP SHEET

DATE: 6-4-06
 CAR: BGN Thunderbird - #11
 TRACK: WATKINS GLEN
 WEATHER: _____
 TEMPERATURE: _____

LF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>750#</u>
Camber:	<u>-2 1/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 3/4"</u>
Upper A-Arm Angle:	<u>18.8°</u>

RF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>750#</u>
Camber:	<u>-1 1/4°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>6 1/8"</u>
Upper A-Arm Angle:	<u>18.6°</u>

Front Valence Height: 4 1/2"

Front / Rear Brake Bias: FRONT: 550 REAR: 500 w/DRIVER @ 230

Front Toe-Out: 1/8"

Front Sway Bar: 1 3/8" HOLLOW / NEUTRAL

Rear Sway Bar: 5/8" SOLID / NEUTRAL

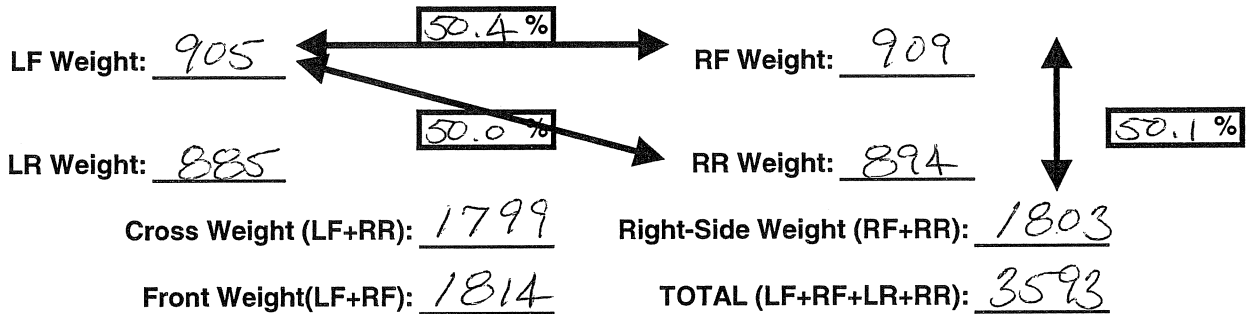
Rear End Ratio: 4.11:1

Track Bar Height: LR= 10" RR= 10"

Fuel Level: FULL

LR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>250#</u>
Camber:	<u>-1.5</u>
Ride Height:	<u>6 3/4"</u>
Trailing Arm Angle:	<u>0.1° ↓ REAR</u>

RR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>250#</u>
Camber:	<u>-1.5</u>
Ride Height:	<u>7 1/8"</u>
Trailing Arm Angle:	<u>0.6° ↓ REAR</u>



NOTES: * TOTAL WEIGHT w/DRIVER = 3593 DRIVER = 230#

* HOBBS = 63.4

* CHANGED OIL & FILTER, ADDED SPACER PLATES (FRONT BRAKES)

* REPAIR CRACKED FITTING IN FRONT BRAKE SYSTEM

* CHANGED FRONT SPRINGS TO 750#

→ FRONT JACK SCREWS (-12 1/2 TURNS) ⇒ NEW SPRINGS

→ REAR JACK SCREWS (+4 TURNS) ⇒ TO GET 1" RAKE

* ADJUSTED PEDAL HEIGHT UP 1" (4 TURNS ON RODS)

* ADJUSTED STEERING COLUMN BACK 1 1/2"

DRAG LINK SETTINGS:

<u>LF - OUT</u>	<u>LF - IN</u>	<u>RF - IN</u>	<u>RF - OUT</u>
<u>0.125</u>	<u>0.125</u> Down	<u>0.063</u> Down	FIXED Ø

BUMP MEASUREMENTS:

LEFT FRONT

RIGHT FRONT

<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>	<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>
0.000	0.00	0.000	0.000	0.00	0.000
<u>0.000</u>	0.25	<u>0.000</u>	<u>0.000</u>	0.25	<u>0.004</u>
<u>0.000</u>	0.50	<u>0.001</u>	<u>0.000</u>	0.50	<u>0.004</u>
<u>0.000</u>	0.75	<u>0.002</u>	<u>0.000</u>	0.75	<u>0.005</u>
<u>0.000</u>	1.00	<u>0.003</u>	<u>0.001</u>	1.00	<u>0.006</u>
<u>0.000</u>	1.25		<u>0.003</u>	1.25	
<u>0.003</u>	1.50		<u>0.005</u>	1.50	
<u>0.006</u>	1.75		<u>0.007</u>	1.75	
<u>0.010</u>	2.00		<u>0.009</u>	2.00	
	2.25			2.25	
	2.50			2.50	
	2.75			2.75	
	3.00			3.00	

Track/Event: Watkins Glen / HSR

Date: 6/16/06

Time: 9:45 a.m.

Weather & Conditions: 71° 42%RH Sunny & hot

Lap Times:

- | | |
|--|---------------------------------|
| 1) <u>2</u> (m) <u>19</u> . <u>07</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>12</u> . <u>23</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>08</u> . <u>79</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>12</u> . <u>18</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>4</u> (m) <u>20</u> . <u>97</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>5</u> (m) <u>07</u> . <u>09</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>09</u> . <u>31</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>2</u> (m) <u>08</u> . <u>88</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) <u>2</u> (m) <u>08</u> . <u>72</u> (s) | 19) _____ (m) _____ . _____ (s) |
| 10) <u>3</u> (m) <u>05</u> . <u>37</u> (s) | 20) _____ (m) _____ . _____ (s) |

came into pits: removed tape

LEFT FRONT

Outside 133.5 °F	Middle 138.0 °F	Inside 143.7 °F
------------------------	-----------------------	-----------------------

Cold: 23 (psi) Hot: 32 (psi)

RIGHT FRONT

Inside 150.6 °F	Middle 139.3 °F	Outside 138.2 °F
-----------------------	-----------------------	------------------------

Cold: 23 (psi) Hot: 31.5 (psi)

LEFT REAR

Outside 143.7 °F	Middle 136.4 °F	Inside 138.1 °F
------------------------	-----------------------	-----------------------

Cold: 19 (psi) Hot: 26 (psi)

RIGHT REAR

Inside 143.9 °F	Middle 140.5 °F	Outside 142.2 °F
-----------------------	-----------------------	------------------------

Cold: 19 (psi) Hot: 26 (psi)

Notes: water running too hot ~ 210-220
came into pits & removed long piece
of tape water then settled to 185

HOBBS START: 63.4
HOBBS STOP: 63.9

MILES: 34

ENGINE OIL TEMP: 220
ENGINE WATER TEMP: 185

BRAKE ROTOR TEMP (LF/RF): 499 / 521
BRAKE ROTOR TEMP (LR/RR): 282 / 210

Track/Event: Watkins Glen / HSR

Date: 6/16/06 Time: 3:00 p.m.

Weather & Conditions: 79° 29% RH Sunny

Lap Times:

- | | |
|---|---------------------------------|
| 1) <u>2</u> (m) <u>24</u> . <u>52</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>13</u> . <u>89</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>11</u> . <u>83</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>13</u> . <u>13</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>11</u> . <u>15</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>12</u> . <u>02</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>13</u> . <u>55</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>2</u> (m) <u>12</u> . <u>00</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) <u>3</u> (m) <u>29</u> . <u>00</u> (s) | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
<u>137.0</u> °F	<u>154.6</u> °F	<u>162.2</u> °F

Cold: 23 (psi) Hot: 30 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>160.8</u> °F	<u>150.8</u> °F	<u>143.9</u> °F

Cold: 23 (psi) Hot: 31.5 (psi)

LEFT REAR

Outside	Middle	Inside
<u>124.8</u> °F	<u>125.1</u> °F	<u>145.5</u> °F

Cold: 19 (psi) Hot: 24 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>135.3</u> °F	<u>133.5</u> °F	<u>145.5</u> °F

Cold: 19 (psi) Hot: 24 (psi)

Notes: Put 7 gallons of gas prior to start

Put spring rubbers in back

- After session brake fitting slight leak

Slight oil leak

HOBBS START: 63.9

HOBBS STOP: 64.3

MILES: 31

ENGINE OIL TEMP: 225

ENGINE WATER TEMP: 190

BRAKE ROTOR TEMP (LF/RF): 447 / 467

BRAKE ROTOR TEMP (LR/RR): 248 / 238

Track/Event: Watkins Glen/HSR

Date: 6/17/06 Time: 11:55am.

Weather & Conditions: 82° 43%RH Sunny & Hot

Lap Times:

- | | |
|---|---------------------------------|
| 1) <u>3</u> (m) <u>09</u> . <u>09</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>10</u> . <u>78</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>09</u> . <u>72</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>08</u> . <u>09</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>06</u> . <u>91</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>07</u> . <u>24</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>06</u> . <u>85</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>2</u> (m) <u>07</u> . <u>61</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) <u>3</u> (m) <u>29</u> . <u>29</u> (s) | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
<u>153.5</u> °F	<u>141.4</u> °F	<u>169.0</u> °F

Cold: 23 (psi) Hot: 34 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>142.3</u> °F	<u>155.6</u> °F	<u>146.2</u> °F

Cold: 23 (psi) Hot: 32 (psi)

LEFT REAR

Outside	Middle	Inside
<u>169.0</u> °F	<u>151.4</u> °F	<u>152.2</u> °F

Cold: 19 (psi) Hot: 26 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>152.4</u> °F	<u>152.3</u> °F	<u>151.3</u> °F

Cold: 19 (psi) Hot: 26 (psi)

Notes: added ~6.5 gallons of gas
removed spring rubbers
changed springs (front) 800 lbs.
Raised track bar 1/2" both sides
Jack screw turns from top left = 28 1/2
right front = 30

HOBBS START: 64.3
HOBBS STOP: 64.8

MILES: 31

ENGINE OIL TEMP: 240
ENGINE WATER TEMP: 200

BRAKE ROTOR TEMP (LF/RF): 562 1547
BRAKE ROTOR TEMP (LR/RR): 315 1304

Track/Event: Watkins Glen | HSR 7 Lap Race *Running late*
 Date: 6/17/06 Time: ~~4:35 p.m.~~ 4:55-5:00 p.m.
 Weather & Conditions: 87.9° 37% RH Sunny & Hot

Lap Times:

- | | |
|----------------------------------|-------------------------|
| 1) <u>4</u> (m) <u>03.97</u> (s) | 11) _____ (m) _____ (s) |
| 2) <u>2</u> (m) <u>04.22</u> (s) | 12) _____ (m) _____ (s) |
| 3) <u>2</u> (m) <u>10.53</u> (s) | 13) _____ (m) _____ (s) |
| 4) <u>2</u> (m) <u>08.65</u> (s) | 14) _____ (m) _____ (s) |
| 5) <u>2</u> (m) <u>09.19</u> (s) | 15) _____ (m) _____ (s) |
| 6) <u>2</u> (m) <u>07.94</u> (s) | 16) _____ (m) _____ (s) |
| 7) <u>2</u> (m) <u>08.19</u> (s) | 17) _____ (m) _____ (s) |
| 8) <u>2</u> (m) <u>07.39</u> (s) | 18) _____ (m) _____ (s) |
| 9) <u>2</u> (m) <u>38.51</u> (s) | 19) _____ (m) _____ (s) |
| 10) _____ (m) _____ (s) | 20) _____ (m) _____ (s) |

Hooters
 Passed John
 passed
 Hooters

timing off too
 slow on 'key'
 for first lap
 should have been
 closer to ~2:06

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 23 (psi) Hot: 30 (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 23 (psi) Hot: 18 (psi)

need to
 ck. for
 damage

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: 23 (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: 23 (psi)

Notes: Added ~7 gallons of gas before session

- Raised track bar 1/4" both sides
- Small oil leak / brake leak -> same as earlier

★ 3rd place finish: Podium ★

No tire temps or brake rotors
 due to winners Circle

HOBBS START: 64.8

HOBBS STOP: 65.3

MILES: 31

ENGINE OIL TEMP: 235

ENGINE WATER TEMP: 190

BRAKE ROTOR TEMP (LF/RF): /
 BRAKE ROTOR TEMP (LR/RR): /

Track/Event: Watkins Glen / HSR 30 minute race

Date: 6/18/06

Time: 2:35 p.m.

Weather & Conditions: 87° 41% RH Sunny & ~~hot~~ hot!!

@10:08
announcer
said 23 mins
left.

Lap Times:

- 1) 3 (m) 43 . 03 (s)
- 2) 2 (m) 10 . 60 (s)
- 3) 2 (m) 08 . 15 (s)
- 4) 2 (m) 06 . 95 (s)
- 5) 2 (m) 07 . 61 (s)
- 6) 2 (m) 08 . 14 (s)
- 7) 2 (m) 06 . 25 (s)
- 8) 2 (m) 06 . 23 (s)
- 9) 2 (m) 05 . 07 (s)
- 10) 2 (m) 06 . 20 (s)

- 11) 2 (m) 06 . 36 (s)
- 12) 2 (m) 07 . 31 (s)
- 13) 2 (m) 07 . 79 (s)
- 14) 2 (m) 08 . 46 (s)
- 15) 2 (m) 08 . 38 (s)
- 16) 2 (m) 09 . 12 (s)
- 17) 3 (m) 00 . 27 (s)
- 18) _____ (m) _____ . _____ (s)
- 19) _____ (m) _____ . _____ (s)
- 20) _____ (m) _____ . _____ (s)

white flag !!

passed by Hooters
& Ed Bull

passed Hooters

33:08 end

John 27:01:90
Phelon 27:32:

John 29:09:69
Phelon 29:30

John 31:18:15
Phelon 31:31:

LEFT FRONT

Outside	Middle	Inside
152.5 °F	157.1 °F	162.1 °F

Cold: 23 (psi) Hot: 34 (psi)

RIGHT FRONT

Inside	Middle	Outside
152.5 °F	152.5 °F	132.8 °F

Cold: 23 (psi) Hot: 33 (psi)

LEFT REAR

Outside	Middle	Inside
156.2 156.2 °F	158.2 °F	156.2 °F

Cold: 19 (psi) Hot: 26 (psi)

RIGHT REAR

Inside	Middle	Outside
156.2 132.8 °F	155.2 °F	156.2 °F

Cold: 19 (psi) Hot: 26 (psi)

3rd place

Notes: Added ~7 gallons of gas before session
finished on lead lap 3rd place overall
Br B Class

HOBBS START: 65.3
HOBBS STOP: 66.0

MILES: 58

ENGINE OIL TEMP: 230
ENGINE WATER TEMP: 190

Happy Father's Day!!!

TOTAL TIME = 2.6 Hours BRAKE ROTOR TEMP (LF/RF): 480 / 436
TOTAL MILEAGE = 185 miles BRAKE ROTOR TEMP (LR/RR): 301 / 300

HSR 2006 Watkins Glen

006 Watkins Glen

Group 8 Historic Stock Cars

Watkins Glen International 3.400 Miles

Practice 1

6/16/2006 09:45 AM

Practice

Qualify Results

<i>Pos</i>	<i>No.</i>	<i>Name</i>	<i>Best Tm</i>	<i>Make</i>	<i>2nd Best</i>	<i>Class</i>
1	98	Dale Phelon	1:57.109	"97 Thunderbird, 5867"	1:58.269	LSC-A
2	144	Wayne Otto	2:00.763	"99 Lumina, 5917"	2:00.910	LSC-A
3	96	Pierre Mulacek	2:02.299	"98 Monte Carlo, 5927"	2:02.922	LSC-A
4	2	Donald Soenen	2:03.390	"98 Taurus, 5927"	2:04.011	LSC-A
5	12	John Cloud	2:04.594	"94 Thunderbird, 5927"	2:04.903	HSC-A
6	15	Michael Goodm:	2:04.730	"90 Lumina, 5927"	2:05.214	HROC-B
7	77	Ed Bull	2:08.034	98 Taurus	2:11.367	HROC-B
8	11	John Orzechow:	2:08.874	"97 Thunderbird, 5927"	2:09.287	BSC-B
9	1	Tom Salley	2:09.464	"02 Taurus, 5867"	2:10.312	HROC-B
10	00	Larry Carroll	2:13.847	"96 Monte Carlo, 4264"	2:17.489	BSC-B

Printed: 6/16/2006 10:58:01 AM

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Chief of Timing & Scoring

Orbits 2

Kim Bellinc

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HSR 2006 Watkins Glen

2006 Watkins Glen

Group 8 Historic Stock Cars

Watkins Glen International 3.400 Miles

Qualifying for Saturday Afternoon

6/16/2006 02:55 PM

Qualify

Qualify Results

<i>Pos</i>	<i>No. Name</i>	<i>Best Tm Make</i>	<i>2nd Best Class</i>
1	98 Dale Phelon	1:57.885 "97 Thunderbird, 5867"	1:57.954 LSC-A
2	144 Wayne Otto	1:59.287 "99 Lumina, 5917"	2:00.271 LSC-A
3	2 Donald Soenen	2:01.856 "98 Taurus, 5927"	2:03.447 LSC-A
4	96 Pierre Mulacek	2:02.543 "98 Monte Carlo, 5927"	2:03.236 LSC-A
5	12 John Cloud	2:02.837 "94 Thunderbird, 5927"	2:03.070 HSC-A
6	15 Michael Goodm.	2:04.045 "90 Lumina, 5927"	2:04.576 HROC-B
7	77 Ed Bull	2:05.014 98 Taurus	2:05.204 HROC-B
8	11 John Orzechow.	2:11.135 "97 Thunderbird, 5927"	2:11.778 BSC-B
9	00 Larry Carroll	2:14.449 "96 Monte Carlo, 4264"	2:14.680 BSC-B
10	1 Tom Salley	-.--- "02 Taurus, 5867"	-.--- HROC-B

HSR 2006 Watkins Glen**006 Watkins Glen****Group 8 Historic Stock Cars****Watkins Glen International 3.400 Miles****Qualifying for Sunday Afternoon****6/17/2006 11:50 AM****Qualify****Qualify Results**

<i>Pos</i>	<i>No. Name</i>	<i>Best Tm Make</i>	<i>2nd Best Class</i>
1	98 Dale Phelon	1:58.141 "97 Thunderbird, 5867"	1:58.172 LSC-A
2	144 Wayne Otto	1:58.960 "99 Lumina, 5917"	1:59.127 LSC-A
3	96 Pierre Mulacek	2:00.751 "98 Monte Carlo, 5927"	2:01.637 LSC-A
4	2 Donald Soenen	2:01.414 "98 Taurus, 5927"	2:01.788 LSC-A
5	12 John Cloud	2:03.109 "94 Thunderbird, 5927"	2:03.288 HSC-A
6	15 Michael Goodm	2:03.409 "90 Lumina, 5927"	2:03.627 HROC-B
7	77 Ed Bull	2:04.953 98 Taurus	2:05.188 HROC-B
8	11 John Orzechow	2:06.944 "97 Thunderbird, 5927"	2:06.945 BSC-B
9	1 Tom Saffey	2:08.601 "02 Taurus, 5867"	2:10.122 HROC-B
10	00 Larry Carroll	2:13.732 "96 Monte Carlo, 4264"	2:14.808 BSC-B

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Chief of Timing & Scoring

Kim Belinc

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2006 Watkins Glen

Group 8 Historic Stock Cars

Watkins Glen International 3.400 Miles

Feature Race 1

6/17/2006 04:35 PM

Race

Race Results

Pos	Plc	No.	Name	Class	Laps	Diff	Gap	Total Tm	Best Tm	In Lap	Net	Sponsor
1	1	98	Dale Phelon	LSC-A	7	-	-	13:49.597	1:57.553	3		
2	2	144	Wayne Otto	LSC-A	7	+9.642	+9.642	13:59.239	1:57.814	5		
3	3	2	Donald Soenen	LSC-A	7	+28.270	+18.628	14:17.867	2:02.037	6		
4	1	12	John Cloud	HSC-A	7	+28.548	+0.278	14:18.145	2:01.905	2		
5	4	96	Pierre Mulacek	LSC-A	7	+29.321	+0.773	14:18.918	2:01.887	4		
6	1	15	Michael Goodman	HROC-B	7	+46.837	+17.516	14:36.434	2:03.444	5		
7	2	77	Ed Bull	HROC-B	7	+50.840	+4.003	14:40.437	2:04.619	4		
8	1	11	John Orzechowski	BSC-B	7	+1:17.361	+26.541	15:06.978	2:07.266	7		
9	3	1	Tom Salley	HROC-B	7	+1:17.846	+0.465	15:07.443	2:06.781	7		
10	2	00	Larry Carroll	BSC-B	7	+1:41.318	+23.472	15:30.915	2:11.365	6		

Announcements

Margin of Victory	Avg. Speed	Best Lap Tm	Best Lap by
9.642	103.279	1:57.553	[98] Dale Phelon

Printed: 6/17/2006 5:20:14 PM

Chief of Timing & Scoring

Licensed to: Joni Phillips Letter

Orkite 2

No. 7807 P. 1

WATKINS GLEN INTNL 607 535 2481

Jun. 17. 2006 5:47PM





2006 Watkins Glen

Group 8 Historic Stock Cars

Watkins Glen International 3.400 Miles

Feature Race 2 - 30 mins

6/18/2006 02:25 PM

Race (30:00 Time)

Race Results

Pos	PIC	No.	Name	Class	Laps	Diff	Gap	Total Tm	Best Tm	In Lap	Nat	Sponsor
1	1	98	Dale Phelon	LSC-A	15	-	-	29:51.628	1:58.452	6		
2	2	144	Wayne Otto	LSC-A	15	+27.073	+27.073	30:18.901	1:59.499	6		
3	3	96	Pierre Mulacak	LSC-A	15	+57.038	+29.965	30:48.866	2:01.310	5		
4	1	12	John Cloud	HSC-A	15	+1:02.387	+5.349	30:54.215	2:01.248	3		
5	4	2	Donald Soenen	LSC-A	15	+1:30.515	+28.128	31:22.343	2:04.102	9		
6	1	15	Michael Goodman	HROC-B	15	+1:36.777	+6.262	31:28.605	2:04.063	7		
7	2	77	Ed Bull	HROC-B	15	+1:42.208	+5.431	31:34.036	2:04.001	6		
8	1	11	John Orzechowski	BSC-B	15	+2:01.966	+19.756	31:53.792	2:05.027	8		
9	3	1	Tom Salley	HROC-B	15	+2:07.254	+5.290	31:59.082	2:06.022	5		
10	2	00	Larry Carroll	BSC-B	14		1 Lap	30:58.048	2:08.585	7		

Announcements

Margin of Victory	Avg. Speed	Best Lap Tm	Best Lap by
7.073	102.465	1:58.452	[98] Dale Phelon

Printed: 6/18/2006 3:03:54 PM

Chief of Timing & Scoring

Licensed to: Joni Phillips Lefter

Circle 2

CHASSIS SETUP SHEET

DATE: 6-20-06
 CAR: BGN Thunderbird - #11
 TRACK: WATKINS GLEN (POST RACE)
 WEATHER: _____
 TEMPERATURE: _____

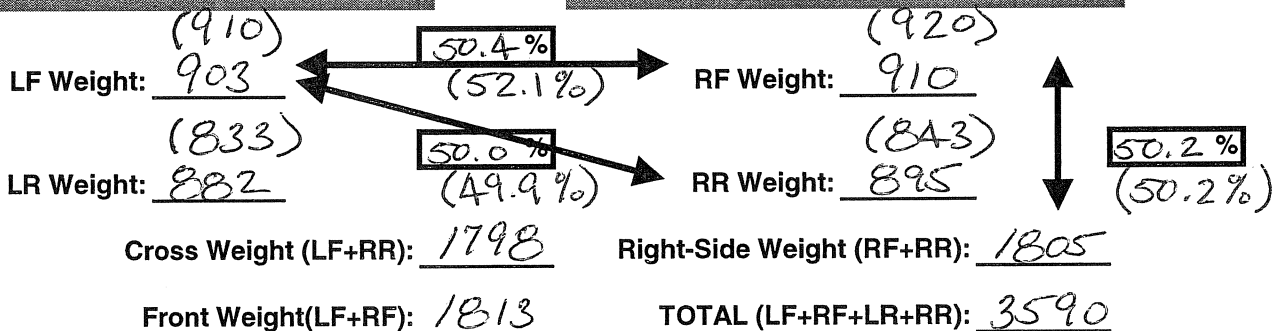
LF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>750# 800</u>
Camber:	<u>-2 7/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 1/2"</u>
Upper A-Arm Angle:	<u>21.7°</u>

RF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>750# 800</u>
Camber:	<u>-1 7/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 3/4"</u>
Upper A-Arm Angle:	<u>21.4°</u>

Front Valance Height: LF= 3 5/8" RF= 3 3/4"
 Front / Rear Brake Bias: FRONT: 550 + 3beats REAR: 500 w/DRIVER @ 230
 Front Toe-Out: 1/8"
 Front Sway Bar: 1 3/8" HOLLOW / NEUTRAL
 Rear Sway Bar: 5/8" SOLID / NEUTRAL
 Rear End Ratio: 4.11:1
 Track Bar Height: LR= 10 3/4" RR= 10 7/8"
 Fuel Level: FULL

LR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>250#</u>
Camber:	<u>-1.5</u>
Ride Height:	<u>6 7/8"</u>
Trailing Arm Angle:	<u>0.1° ↓ REAR</u>

RR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>250#</u>
Camber:	<u>-1.5</u>
Ride Height:	<u>7 1/8"</u>
Trailing Arm Angle:	<u>0.9° ↓ REAR</u>



NOTES: * TOTAL WEIGHT w/DRIVER = 3590 DRIVER = 230#
 * HOBBS = 66.0
 * TOTAL WEIGHT w/DRIVER = 3506 [BEFORE ADDING 14 GALLONS]

DRAG LINK SETTINGS:

<u>LF - OUT</u>	<u>LF - IN</u>	<u>RF - IN</u>	<u>RF - OUT</u>
<u>0.125</u>	<u>0.125</u> Down	<u>0.063</u> Down	<u>FIXED</u> <u>Ø</u>

BUMP MEASUREMENTS:

LEFT FRONT

RIGHT FRONT

<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>	<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>
0.000	0.00	0.000	0.000	0.00	0.000
<u>0.000</u>	<u>0.25</u>	<u>0.000</u>	<u>0.000</u>	<u>0.25</u>	<u>0.004</u>
<u>0.000</u>	<u>0.50</u>	<u>0.001</u>	<u>0.000</u>	<u>0.50</u>	<u>0.004</u>
<u>0.000</u>	<u>0.75</u>	<u>0.002</u>	<u>0.000</u>	<u>0.75</u>	<u>0.005</u>
<u>0.000</u>	<u>1.00</u>	<u>0.003</u>	<u>0.001</u>	<u>1.00</u>	<u>0.006</u>
<u>0.000</u>	<u>1.25</u>		<u>0.003</u>	<u>1.25</u>	
<u>0.003</u>	<u>1.50</u>		<u>0.005</u>	<u>1.50</u>	
<u>0.006</u>	<u>1.75</u>		<u>0.007</u>	<u>1.75</u>	
<u>0.010</u>	<u>2.00</u>		<u>0.009</u>	<u>2.00</u>	
	<u>2.25</u>			<u>2.25</u>	
	<u>2.50</u>			<u>2.50</u>	
	<u>2.75</u>			<u>2.75</u>	
	<u>3.00</u>			<u>3.00</u>	



MOBILE OIL ANALYSIS REPORT

CONTAMINATION WEAR OIL CONDITION

NORMAL
ATTENTION
NORMAL

11 - Front Gasoline Engine

Unit Make : FORD Serial No : JT012 Date Rec'd : Jun 22, 2006
 Unit Model : THUNDERBIRD Cust. Ref No. : {n/a} Sample Date : Jun 18, 2006
 Comp Make : FORD Stub No. : WC-M1071055 Diagnostician : Mark Brinson
 Comp Model : 351 SV0

RECOMMENDATION

Resample at the next service interval to monitor.

Sample Date	09/04/05	11/12/05	04/30/06	Current	UOM
Time on Unit	35.7	37.7	43.1	46.2	hrs
Time on Oil	2.7	2	5.4	3.1	hrs
Time on Fltr	2.7	2	5.4	3.1	hrs
Oil Maint.	changed	changed	changed	changed	---
Filter Maint.	changed	changed	changed	changed	---

CONTAMINATION

There is no indication of any contamination in the component.

Sample Date	09/04/05	11/12/05	04/30/06	Current	Abn
Silicon	2.7	1.7	4.3	2.5	
Potassium	0.0	2.3	0.0	0.0	
Sodium	2.7	1.1	5.6	4.1	
Fuel (%)	<2.0	<2.0	<2.0	<2.0	
Glycol (%)	<0.02	<0.02	<0.02	<0.02	
Water (%)	<0.1	<0.1	<0.1	<0.1	
Soot (%)	0	0	0	0	
Sulfation	13	13	17	17	
Nitration	0	0	0	0	

WEAR

All component wear rates are normal. Lead noted as fuel additive.

Sample Date	09/04/05	11/12/05	04/30/06	Current	Abn
Iron	8.2	9.9	7.6	3.2	---
Nickel	0.3	0.0	0.3	0.6	---
Chromium	0.5	0.6	0.7	0.2	---
Titanium	3.9	2.6	8.5	6.5	---
Copper	1.9	1.3	2.1	1.0	---
Aluminum	10	5.3	6.2	4.3	---
Tin	0.0	0.0	0.0	0.2	---
Lead	673	355	905	658	---
Silver	0.0	0.0	0.0	0.0	---

OIL CONDITION

Oil Type: 22 QTS of CASTROL GTX 20W50
The condition of the oil is acceptable for the time in service.

Sample Date	09/04/05	11/12/05	04/30/06	Current	Base
Boron	8.3	9.9	11	7.9	
Barium	0.0	2.4	0.4	0.0	
Calcium	1532	1784	1750	1661	
Magnesium	4.2	8.9	6.4	4.5	
Molybdenum	1.3	0.9	1.7	1.0	
Sodium	2.7	1.1	5.6	4.1	
Phosphorus	628	662	702	668	
Sulfur	2430	2616	2692	2409	
Zinc	600	677	681	634	
Visc@40°C	---	---	---	---	153
Visc@100°C	16.74	17.7	16.8	17.6	19.1
Oxidation	95	90	95	100	---

ENGINE MAINTENANCE WORKSHEET

DATE: 7-3-06
 HOBBS: 66.0

HOT LASH SETTING: 0.016" - I / 0.020" - E
 COLD LASH SETTING: 0.008" - I / 0.012" - E

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#5 - E	<u>LOOSE</u>	<u>~0.004</u>	<u>0.012</u>
#5 - I	<u>LOOSE</u>	<u>~0.004</u>	<u>0.008</u>
#6 - E	<u>LOOSE</u>	<u>~0.002</u>	<u>0.012</u>
#6 - I	<u>LOOSE</u>	<u>~0.002</u>	<u>0.008</u>
#7 - E	<u>LOOSE</u>	<u>~0.004</u>	<u>0.012</u>
#7 - I	<u>LOOSE</u>	<u>~0.004</u>	<u>0.008</u>
#8 - E	<u>LOOSE</u>	<u>~0.004</u>	<u>0.012</u>
#8 - I	<u>LOOSE</u>	<u>~0.002</u>	<u>0.008</u>

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#1 - I	<u>LOOSE</u>	<u>~0.004</u>	<u>0.008</u>
#1 - E	<u>LOOSE</u>	<u>~0.004</u>	<u>0.012</u>
#2 - I	<u>LOOSE</u>	<u>~0.002</u>	<u>0.008</u>
#2 - E	<u>LOOSE</u>	<u>~0.002</u>	<u>0.012</u>
#3 - I	<u>LOOSE</u>	<u>~0.004</u>	<u>0.008</u>
#3 - E	<u>LOOSE</u>	<u>~0.004</u>	<u>0.012</u>
#4 - I			<u>0.008</u>
#4 - E	<u>LOOSE</u>	<u>~0.002</u>	<u>0.012</u>

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#5	<u>3</u>	<u>165</u>
#6	<u>0</u>	<u>165</u>
#7	<u>3</u>	<u>165</u>
#8	<u>4</u>	<u>165</u>

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#1	<u>7</u>	<u>165</u>
#2	<u>4</u>	<u>170</u>
#3	<u>2</u>	<u>165</u>
#4	<u>8</u>	<u>165</u>

NOTES: ALL MEASUREMENTS TAKEN COLD (LASHED VALVES)

OIL ANALYSIS OK

7-3-06 ⇒ HOBBS @ 66.5 AFTER WARM-UP [0.5 Hours / 1.5 GALLONS]

TOTAL TIME ON ENGINE = 46.4 HOURS

FIRING ORDER: 1-3-7-2-6-5-4-8

ENGINE MAINTENANCE WORKSHEET - SBC

DATE: 7-8-06
 HOBBS: _____

HOT LASH SETTING: 0.018" - I / 0.018" - E
 COLD LASH SETTING: 0.015" - I / 0.011" - E

SBC firing order: 1-8-4-3-6-5-7-2

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#1 - E	_____	_____	0.011
#1 - I	_____	_____	0.015
#3 - I	_____	_____	0.015
#3 - E	_____	_____	0.011
#5 - E	_____	_____	0.011
#5 - I	_____	_____	0.015
#7 - I	_____	_____	0.015
#7 - E	_____	_____	0.011

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#2 - E	_____	_____	0.011
#2 - I	_____	_____	0.015
#4 - I	_____	_____	0.015
#4 - E	_____	_____	0.011
#6 - E	_____	_____	0.011
#6 - I	_____	_____	0.015
#8 - I	_____	_____	0.015
#8 - E	_____	_____	0.011

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#1	2	190
#3	3	180
#5	1	190
#7	1	190

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#2	2	190
#4	2	190
#6	∅	190
#8	2	180

(COLD)
 NOTES: LEAK DOWN & COMPRESSION CHECKED BEFORE PURCHASE,
VALVE LASH SETTINGS WRITTEN ON BACK OF INTAKE
ENGINE LAST DYNORED @ BILLY THE KID, TORRINGTON, CT
636 HP @ 7100 RPM 502 LB-FT @ 5800 RPM
IGNITION TIMING SET @ 35° CARB = 750 CFM

CHASSIS SETUP: FRONT: 5 1/2"
REAR: 6 3/4"
REAR SPRING = 300 lb.

CHASSIS SETUP SHEET

DATE: 7-10-06
 CAR: BNS MONTE CARLO - #69
 TRACK: _____

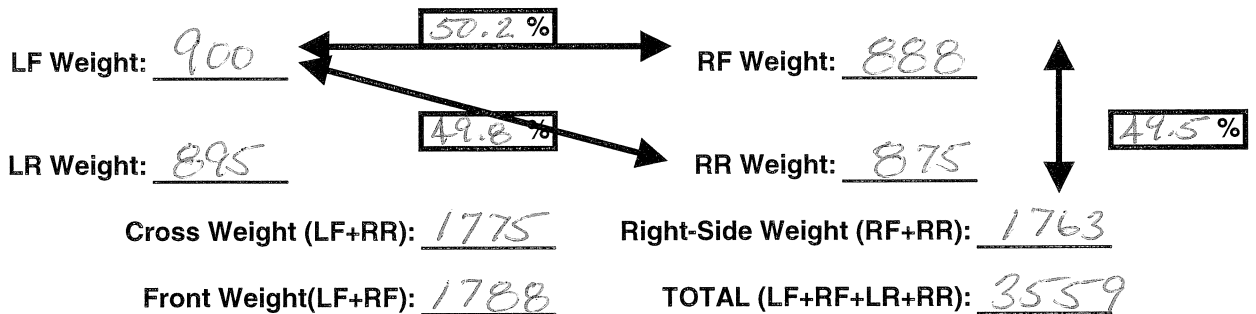
LF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>27x11x15</u>
Shock Compression:	<u>199</u>
Shock Rebound:	<u>541</u>
Spring Rate:	<u>650#</u>
Camber:	<u>-4 3/8°</u>
Caster:	<u>+5.0°</u>
Ride Height:	<u>4 3/4"</u>
Upper A-Arm Angle:	<u>22.7°</u>
Wheel Spacers:	<u>1/8 + 1/8 + 1/16</u>

RF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>27x11x15</u>
Shock Compression:	<u>208</u>
Shock Rebound:	<u>541</u>
Spring Rate:	<u>650#</u>
Camber:	<u>-3 5/8°</u>
Caster:	<u>+5 1/2°</u>
Ride Height:	<u>4 3/8"</u>
Upper A-Arm Angle:	<u>23.0°</u>
Wheel Spacers:	<u>1/4 + 1/8</u>

Front Valence Height: LF= 3 7/8" RF= 3 5/8"
 Front / Rear Brake Bias: FRONT: _____ REAR: _____ w/DRIVER @ 230
 Front Toe-Out: _____
 Front Sway Bar: 1 3/16" HOLLOW / NEUTRAL
 Rear Sway Bar: 0.600 SOLID / NEUTRAL - NOT HOOKED UP
 Rear End Ratio: 4.22:1
 Track Bar Height: LR= 9 13/16" RR= 9 1/4"
 Fuel Level: FULL

LR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>27x11x15</u>
Shock Compression:	<u>165</u>
Shock Rebound:	<u>257</u>
Spring Rate:	<u>300</u>
Camber:	<u>-1/2°</u>
Ride Height:	<u>5 1/4"</u>
Trailing Arm Angle:	<u>0.0°</u>
Wheel Spacers:	<u>1/4 + 1/8</u>

RR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>27x11x15</u>
Shock Compression:	<u>171</u>
Shock Rebound:	<u>260</u>
Spring Rate:	<u>300</u>
Camber:	<u>-1/2°</u>
Ride Height:	<u>5 3/8"</u>
Trailing Arm Angle:	<u>0.4° ↓ REAR</u>
Wheel Spacers:	<u>1/4</u>



NOTES: * ORIGINAL SETUP AS PURCHASED
 * GOODYEAR BIAS-PLY 27x11x15 TIRES
 * ADDED 10 GALLONS TO FUEL CELL TO FILL
 * NOTED SPACERS BETWEEN REAR & TRAILING ARMS
 - WEDGES TO CHANGE PINION ANGLE

CHASSIS SETUP SHEET

DATE: 7-11-06
CAR: BNS MONTE CARLO - #69
TRACK: _____

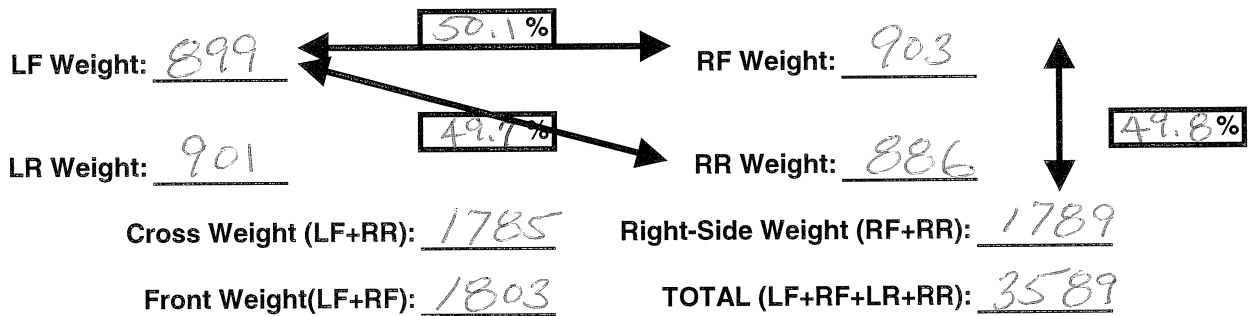
LF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>199</u>
Shock Rebound:	<u>541</u>
Spring Rate:	<u>650#</u>
Camber:	<u>-4 1/8°</u>
Caster:	<u>+5.0°</u> ⇒ <u>15° seat/16</u>
Ride Height:	<u>5 1/8"</u>
Upper A-Arm Angle:	<u>21.9°</u>
Wheel Spacers:	<u>1/8 + 1/8 + 1/16</u>

RF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>208</u>
Shock Rebound:	<u>541</u>
Spring Rate:	<u>650#</u>
Camber:	<u>-3 3/4°</u>
Caster:	<u>+5 1/2°</u> ⇒ <u>15° seat/16</u>
Ride Height:	<u>5 1/8"</u>
Upper A-Arm Angle:	<u>22.2°</u>
Wheel Spacers:	<u>1/4 + 1/8</u>

Front Valence Height: LF= 4 3/8" RF= 4 1/8"
Front / Rear Brake Bias: FRONT: _____ REAR: _____ w/DRIVER @ 230
Front Toe-Out: _____
Front Sway Bar: 1 3/16" HOLLOW / NEUTRAL
Rear Sway Bar: 0.600" SOLID / NEUTRAL - NOT HOOKED UP
Rear End Ratio: 4.22:1
Track Bar Height: LR= 10 1/8" RR= 8 5/8"
Fuel Level: FULL

LR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>165</u>
Shock Rebound:	<u>257</u>
Spring Rate:	<u>300</u>
Camber:	<u>-0.5</u>
Ride Height:	<u>5 1/2"</u>
Trailing Arm Angle:	<u>0.1°</u> ↓ REAR
Wheel Spacers:	<u>1/4 + 1/8</u>

RR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>171</u>
Shock Rebound:	<u>260</u>
Spring Rate:	<u>300</u>
Camber:	<u>-0.5</u>
Ride Height:	<u>5 1/16"</u>
Trailing Arm Angle:	<u>0.4°</u> ↓ REAR
Wheel Spacers:	<u>1/4</u>



NOTES: * ORIGINAL SETUP AS PURCHASED
* INSTALLED (4) GOODYEAR D5704'S
* FRONT BRAKES ⇒ AP CALIPER: CP5820
PFC PADS: 7773.93.30.04
* REAR BRAKES ⇒ AP CALIPER: CP4751
PFC PADS: 7751.97.20.44

CHASSIS SETUP SHEET

DATE: 8-22-06
 CAR: BGM THUNDERBIRD #11
 TRACK: VIR - LONG COURSE

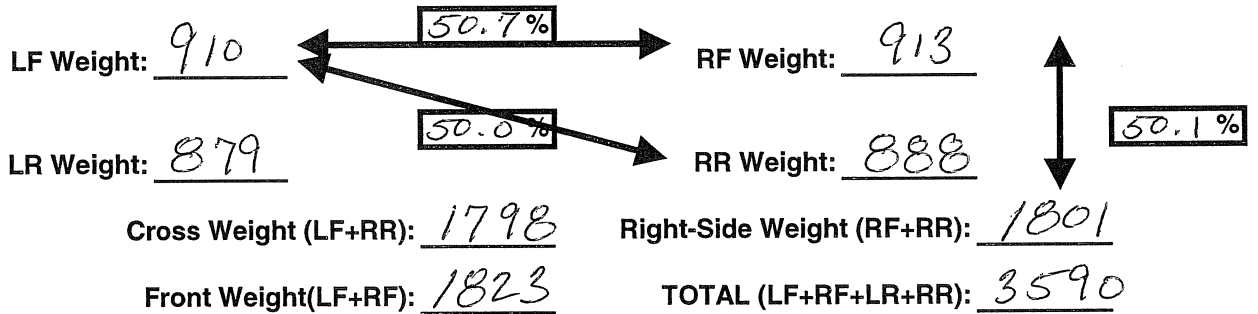
LF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>800</u>
Camber:	<u>-2 5/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 3/4"</u>
Upper A-Arm Angle:	<u>20.0°</u>
Wheel Spacers:	<u>1/8"</u>

RF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>160</u>
Shock Rebound:	<u>350</u>
Spring Rate:	<u>800</u>
Camber:	<u>-1 5/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 7/8"</u>
Upper A-Arm Angle:	<u>20.0°</u>
Wheel Spacers:	<u>1/8"</u>

Front Valence Height: LF= 4 1/4" RF= 4 3/8"
 Front / Rear Brake Bias: FRONT: 550 + 3 CLIP REAR: 500 w/DRIVER @ 230
 Front Toe-Out: 7/16"
 Front Sway Bar: 1 1/4" HOLLOW / NEUTRAL
 Rear Sway Bar: 5/8" SOLID / NEUTRAL
 Rear End Ratio: 4.11 : 1
 Track Bar Height: LR= 10 3/4" RR= 10 3/4"
 Fuel Level: FULL

LR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>300</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>6 3/4"</u>
Trailing Arm Angle:	<u>0.5° ↓ REAR</u>
Wheel Spacers:	<u>1/4"</u>

RR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>110</u>
Shock Rebound:	<u>275</u>
Spring Rate:	<u>300</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>7"</u>
Trailing Arm Angle:	<u>1.2° ↓ REAR</u>
Wheel Spacers:	<u>1/8"</u>



- NOTES: *TOTAL WEIGHT w/DRIVER = 3590 DRIVER = 230#
 *HOBBS = 66.5
 *CHANGED OIL & FILTER, LASHED VALVES, COMP & LEAK DOWN
 *CHANGED FRONT BRAKE PADS & BLEVED SYSTEM
 *CHANGED REAR SPRINGS TO 300#
 → FRONT JACK SCREWS (+1 TURN) ⇒ TO GET VALANCE
 → REAR JACK SCREWS (-10 TURNS) ⇒ NEW SPRINGS
 *CHANGED FRONT SWAYBAR TO 1 1/4"
 *INSTALLED NEW FRONT BRAKE COOLING HOSES (2 1/2")

DRAG LINK SETTINGS:

<u>LF - OUT</u>	<u>LF - IN</u>	<u>RF - IN</u>	<u>RF - OUT</u>
<u>0.125</u>	<u>0.125</u> <small>DOWN</small>	<u>0.063</u> <small>DOWN</small>	<u>∅</u>

BUMP MEASUREMENTS:

LEFT FRONT

RIGHT FRONT

<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>	<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>
0.000	0.00	0.000	0.000	0.00	0.000
<u>0.000</u>	0.25	<u>0.000</u>	<u>0.000</u>	0.25	<u>0.004</u>
<u>0.000</u>	0.50	<u>0.001</u>	<u>0.000</u>	0.50	<u>0.004</u>
<u>0.000</u>	0.75	<u>0.002</u>	<u>0.000</u>	0.75	<u>0.005</u>
<u>0.000</u>	1.00	<u>0.003</u>	<u>0.001</u>	1.00	<u>0.006</u>
<u>0.000</u>	1.25		<u>0.003</u>	1.25	
<u>0.003</u>	1.50		<u>0.005</u>	1.50	
<u>0.006</u>	1.75		<u>0.007</u>	1.75	
<u>0.010</u>	2.00		<u>0.009</u>	2.00	
	2.25			2.25	
	2.50			2.50	
	2.75			2.75	
	3.00			3.00	

CHASSIS SETUP SHEET

DATE: 8-27-06
 CAR: BWS MONTE CARLO - #69
 TRACK: VIR FULL COURSE

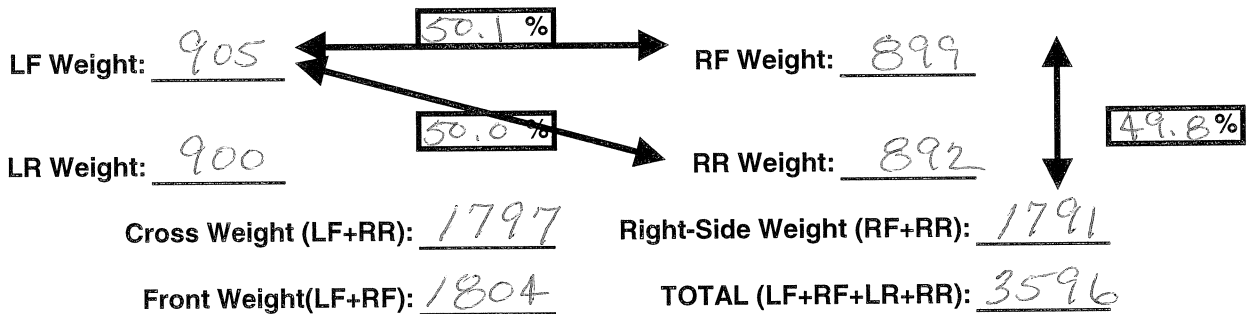
<u>LF</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>199</u>
Shock Rebound:	<u>541</u>
Spring Rate:	<u>650#</u>
Camber:	<u>-2 3/4°</u>
Caster:	<u>+5.0°</u> → 15° SWING
Ride Height:	<u>5 1/2"</u>
Upper A-Arm Angle:	<u>20.3°</u>
Wheel Spacers:	<u>1/8 + 1/8 + 1/16</u>

<u>RF</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>208</u>
Shock Rebound:	<u>541</u>
Spring Rate:	<u>650#</u>
Camber:	<u>-2 3/8°</u>
Caster:	<u>+5 1/2°</u> → 15° SWING
Ride Height:	<u>5 1/2"</u>
Upper A-Arm Angle:	<u>21.8°</u>
Wheel Spacers:	<u>1/4 + 1/8</u>

Front Valence Height: LF= 4 3/8 RF= 4 1/8
 Front / Rear Brake Bias: FRONT: _____ REAR: _____ w/DRIVER @ 230
 Front Toe-Out: 1/8"
 Front Sway Bar: 1 3/16" HOLLOW / NEUTRAL
 Rear Sway Bar: 0.600" SOLID / NEUTRAL - NOT HOOKED UP
 Rear End Ratio: 4.22:1
 Track Bar Height: LR= 9 5/8" RR= 9 5/8"
 Fuel Level: FULL

<u>LR</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>165</u>
Shock Rebound:	<u>257</u>
Spring Rate:	<u>300#</u>
Camber:	<u>-0.5°</u>
Ride Height:	<u>6 1/4"</u>
Trailing Arm Angle:	<u>0.5° ↑ REAR</u>
Wheel Spacers:	<u>1/4 + 1/8</u>

<u>RR</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>171</u>
Shock Rebound:	<u>260</u>
Spring Rate:	<u>300#</u>
Camber:	<u>-0.5°</u>
Ride Height:	<u>6 1/2"</u>
Trailing Arm Angle:	<u>0.4° ↑ REAR</u>
Wheel Spacers:	<u>1/4</u>



- NOTES: * ~ 1 HOUR RUNTIME ON FANLUBE SINCE PURCHASE
 * CHANGED OIL & FILTER (HP6A) - 14 QUARTS + STP
 * CHANGED COOLANT - REPLACED WITH WATER & NED ADDITIVE
 * CHANGED FRONT BRAKE PADS & FLUID W/ AP 600
 * CHANGED REAR BRAKE PADS & FLUIDS W/ AP 600
 * REPAIR LEAKING AN-8 150° FITTING FOR REAR END COOLER
 * INSTALLED BATTERY TRANSFER CABLE & DRIVERS SIDE MIRROR
 * TO CORRECT FRONT FRAME HEIGHT → ADDED (+2 TURNS)
 * TO CORRECT REAR FRAME HEIGHT → ADDED (+9 TURNS)
 * REMOVED 1/4" SHIM ON LF & RR TO CORRECT CAMBER

Track/Event: VIR/HSR CAR# 69

Date: 9/2/06 Time: 9:00 a.m.

Weather & Conditions: 62% RH 66.2°F Sunny Clear Sky

Lap Times:

- | | |
|--|--|
| 1) <u>2</u> (m) <u>48.26</u> (s) <i>warm up</i> | 11) <u>4</u> (m) <u>00.00</u> (s) <i>cool down</i> |
| 2) <u>2</u> (m) <u>17.97</u> (s) | 12) _____ (m) _____ (s) |
| 3) <u>2</u> (m) <u>13.05</u> (s) | 13) _____ (m) _____ (s) |
| 4) <u>2</u> (m) <u>11.91</u> (s) | 14) _____ (m) _____ (s) |
| 5) <u>2</u> (m) <u>10.34</u> (s) | 15) _____ (m) _____ (s) |
| 6) <u>2</u> (m) <u>10.50</u> (s) | 16) _____ (m) _____ (s) |
| 7) <u>2</u> (m) <u>22.85</u> (s) <i>Red flag - all cars in - sat on pit road</i> | 17) _____ (m) _____ (s) |
| 8) <u>4</u> (m) <u>40.96</u> (s) | 18) _____ (m) _____ (s) |
| 9) <u>2</u> (m) <u>25.35</u> (s) | 19) _____ (m) _____ (s) |
| 10) <u>2</u> (m) <u>09.90</u> (s) | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
<u>147.3</u> °F	<u>135.4</u> °F	<u>150.1</u> °F

Cold: 23 (psi) Hot: 30 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>147.3</u> °F	<u>132.2</u> °F	<u>128.9</u> °F

Cold: 23 (psi) Hot: 28 (psi)

LEFT REAR

Outside	Middle	Inside
<u>128.2</u> °F	<u>130.</u> °F	<u>126.9</u> °F

Cold: 19 (psi) Hot: 25 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>112.4</u> °F	<u>114.5</u> °F	<u>126.9</u> °F

Cold: 19 (psi) Hot: 21 (psi)

Notes: First Run of the #69

- Gearing is different compared to #11
- easy to steer, not hitting limit of brakes
- had it up to 8000 RPM a couple of times

HOBBS START: None (~0.7)
HOBBS STOP: /

MILES: 36

ENGINE OIL TEMP: 190
ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 327/327
BRAKE ROTOR TEMP (LR/RR): 241/233

Track/Event: VIR/HSR

11

Date: 9/2/06

Time: 12:30 p.m.

Weather & Conditions: 50%RH 73.9°F Sunny, few clouds

Lap Times:

sitting on pit road →

- 1) 4 (m) 42 . 52 (s)
- 2) 5 (m) 14 . 75 (s)
- 3) 2 (m) 17 . 91 (s)
- 4) 2 (m) 09 . 19 (s)
- 5) 2 (m) 09 . 50 (s)
- 6) 2 (m) 09 . 06 (s)
- 7) 2 (m) 08 . 81 (s)
- 8) 2 (m) 08 . 42 (s)
- 9) 2 (m) 09 . 33 (s)
- 10) 2 (m) 13 . 07 (s)

warm up w/ pace car & Red Flag!!!

- 11) 2 (m) 09 . 85 (s)
- 12) 3 (m) 05 . 18 (s)
- 13) _____ (m) _____ . _____ (s)
- 14) _____ (m) _____ . _____ (s)
- 15) _____ (m) _____ . _____ (s)
- 16) _____ (m) _____ . _____ (s)
- 17) _____ (m) _____ . _____ (s)
- 18) _____ (m) _____ . _____ (s)
- 19) _____ (m) _____ . _____ (s)
- 20) _____ (m) _____ . _____ (s)

cool down

Total Elapsed Time: 32:37:59

LEFT FRONT

Outside	Middle	Inside
<u>152.0</u> °F	<u>150.0</u> °F	<u>153.5</u> °F

Cold: ~~23~~ (psi) Hot: 32 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>152.0</u> °F	<u>144.7</u> °F	<u>85.9</u> °F

Cold: 23 (psi) Hot: 32 (psi)

LEFT REAR

Outside	Middle	Inside
<u>110.2</u> °F	<u>135.6</u> °F	<u>137.3</u> °F

Cold: 19 (psi) Hot: ~~23~~ (psi)

RIGHT REAR

Inside	Middle	Outside
<u>137.6</u> °F	<u>137.3</u> °F	<u>123.4</u> °F

Cold: 19 (psi) Hot: 25 (psi)

Notes: card didn't want to turn - pushing in turn 1; initially brakes didn't feel right but they came in - new brake pads on front!
ck'd tires rock damage / leak on left rear - determined left rear possible gage issue (e.g. IT10T error)

HOBBS START: 66.5
HOBBS STOP: 67.2

MILES: 40

ENGINE OIL TEMP: 205
ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 419 / 418
BRAKE ROTOR TEMP (LR/RR): - / -

battery died on temp gage

Track/Event: VIR/HSR # 11

Date: 9/2/06 Time: 4:55 p.m.

Weather & Conditions: 51% RH 85.4F Sunny, partly cloudy

Lap Times:

- | | |
|---|--|
| 1) <u>3</u> (m) <u>15</u> . <u>03</u> (s) | 11) <u>2</u> (m) <u>09</u> . <u>97</u> (s) |
| 2) <u>2</u> (m) <u>10</u> . <u>95</u> (s) | 12) <u>2</u> (m) <u>09</u> . <u>09</u> (s) |
| 3) <u>2</u> (m) <u>07</u> . <u>75</u> (s) | 13) <u>2</u> (m) <u>10</u> . <u>10</u> (s) |
| 4) <u>2</u> (m) <u>08</u> . <u>75</u> (s) | 14) <u>2</u> (m) <u>08</u> . <u>44</u> (s) |
| 5) <u>2</u> (m) <u>09</u> . <u>05</u> (s) | 15) <u>3</u> (m) <u>50</u> . <u>01</u> (s) |
| 6) <u>2</u> (m) <u>08</u> . <u>62</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>12</u> . <u>81</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>2</u> (m) <u>47</u> . <u>32</u> (s) <i>pace car</i> | 18) _____ (m) _____ . _____ (s) |
| 9) <u>2</u> (m) <u>09</u> . <u>50</u> (s) ↓ | 19) _____ (m) _____ . _____ (s) |
| 10) <u>3</u> (m) <u>29</u> . <u>98</u> (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
<u>137.6</u> °F	<u>140.8</u> °F	<u>134.2</u> °F

Cold: 23 (psi) Hot: 29 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>124.5</u> °F	<u>123.3</u> °F	<u>122.1</u> °F

Cold: 23 (psi) Hot: 22 (psi)

LEFT REAR

Outside	Middle	Inside
<u>134.2</u> °F	<u>106.9</u> °F	<u>117.0</u> °F

Cold: 19 (psi) Hot: 22 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>111.2</u> °F	<u>103.8</u> °F	<u>104.8</u> °F

Cold: 19 (psi) Hot: 23 (psi)

Notes: Changes made prior to session:

- New Penske shock pkg.
- Sway bar changed from 1/4 to 1 3/8
- ~8.5-9 gallons of fuel added
- Car still pushing in turn 1 (right)
- Shocks felt solid
- maybe raise track bar tomorrow?

HOBBS START: 67.2

HOBBS STOP: 67.9

MILES: 49

ENGINE OIL TEMP: 210

ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 234 / 208

BRAKE ROTOR TEMP (LR/RR): 146 / 150

Track/Event: VIR/HSR Hardship Warmup #69

Date: 9/3/06 Time: 8:00 a.m.

Weather & Conditions: 71%RH 72°F Clear, not too hot

Lap Times:

- 1) 2 (m) 23 . 48 (s) warm up
- 2) 2 (m) 08 . 92 (s)
- 3) 2 (m) 09 . 58 (s)
- 4) 2 (m) 08 . 21 (s)
- 5) 2 (m) 06 . 40 (s) ck'd flag
- 6) 3 (m) 14 . 07 (s) cool down
- 7) ____ (m) ____ . ____ (s)
- 8) ____ (m) ____ . ____ (s)
- 9) ____ (m) ____ . ____ (s)
- 10) ____ (m) ____ . ____ (s)
- 11) ____ (m) ____ . ____ (s)
- 12) ____ (m) ____ . ____ (s)
- 13) ____ (m) ____ . ____ (s)
- 14) ____ (m) ____ . ____ (s)
- 15) ____ (m) ____ . ____ (s)
- 16) ____ (m) ____ . ____ (s)
- 17) ____ (m) ____ . ____ (s)
- 18) ____ (m) ____ . ____ (s)
- 19) ____ (m) ____ . ____ (s)
- 20) ____ (m) ____ . ____ (s)

LEFT FRONT

Outside	Middle	Inside
104.9 °F	123.6 °F	127.8 °F

Cold: 23 (psi) Hot: 29 (psi)

RIGHT FRONT

Inside	Middle	Outside
159.3 °F	131.1 °F	122.5 °F

Cold: 23 (psi) Hot: 29 (psi)

LEFT REAR

Outside	Middle	Inside
130.3 °F	131.0 °F	127.8 °F

Cold: 19 (psi) Hot: 21 (psi)

RIGHT REAR

Inside	Middle	Outside
127.1 °F	121.2 °F	120.9 °F

Cold: 19 (psi) Hot: 22 (psi)

Notes:

- PREVIOUS TIME ON ENGINE = 2
- TIME ON ENGINE IN GARAGE = 1.5
- TIME ON ENGINE @ TRACK = 1.5
- TIME ON OIL & FILTER = 2.5
- TOTAL MILEAGE = 56
- TOTAL TIME = 5.0

HOBBS START: N/A (~0.4)
HOBBS STOP: _____

MILES: 20

ENGINE OIL TEMP: 200
ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 258, 249
BRAKE ROTOR TEMP (LR/RR): 224, 209

Track/Event: ✓ IR/HSR 1 Hour Enduro #11

Date: 9/3/06 Time: 12:00p.m.

Weather & Conditions: 90RH °F Sunny & Hot

Lap Times:

- | | |
|---|---|
| 1) <u>3</u> (m) <u>23</u> . <u>90</u> (s) <i>pace car lap</i> | 11) <u>2</u> (m) <u>08</u> . <u>89</u> (s) |
| 2) <u>2</u> (m) <u>17</u> . <u>19</u> (s) | 12) <u>2</u> (m) <u>09</u> . <u>17</u> (s) |
| 3) <u>2</u> (m) <u>12</u> . <u>60</u> (s) | 13) <u>2</u> (m) <u>09</u> . <u>17</u> (s) <i>4:00</i> |
| 4) <u>2</u> (m) <u>08</u> . <u>84</u> (s) | 14) <u> </u> (m) <u> </u> . <u> </u> (s) <i>3:35</i> |
| 5) <u>2</u> (m) <u>07</u> . <u>56</u> (s) | 15) <u>2</u> (m) <u>06</u> . <u>10</u> (s) |
| 6) <u>2</u> (m) <u>08</u> . <u>37</u> (s) | 16) <u>2</u> (m) <u>09</u> . <u>80</u> (s) <i>Ed Bull passed John</i> |
| 7) <u>2</u> (m) <u>08</u> . <u>17</u> (s) <i>in front of Ed Bull</i> | 17) <u>2</u> (m) <u>11</u> . <u>33</u> (s) |
| 8) <u>2</u> (m) <u>07</u> . <u>46</u> (s) <i>off too long</i> | 18) <u>2</u> (m) <u>09</u> . <u>88</u> (s) |
| 9) <u>2</u> (m) <u>15</u> . <u>50</u> (s) <i>too short previous lap</i> | 19) <u>2</u> (m) <u>09</u> . <u>92</u> (s) |
| 10) <u>2</u> (m) <u>04</u> . <u>50</u> (s) <i>over time</i> | 20) <u>2</u> (m) <u>12</u> . <u>35</u> (s) |

LEFT FRONT

Outside 149 121.1 °F	Middle 152 137 °F	Inside 156 136.1 °F
----------------------------	-------------------------	---------------------------

Cold: 23 (psi) Hot: 32/29 (psi)

RIGHT FRONT

Inside 166 129.2 °F	Middle 154 129.3 °F	Outside 153.0 127.4 °F
---------------------------	---------------------------	------------------------------

Cold: 23 (psi) Hot: 29/28 (psi)

LEFT REAR

Outside 141 112.4 °F	Middle 149 121 °F	Inside 151 120.8 °F
----------------------------	-------------------------	---------------------------

Cold: 19 (psi) Hot: 25/22 (psi)

RIGHT REAR

Inside 139 124.6 °F	Middle 140 124.2 °F	Outside 138 124.6 °F
---------------------------	---------------------------	----------------------------

Cold: 19 (psi) Hot: 25/22 (psi)

Notes: prior to start added 13 gallons of fuel
ck'd radios again as during last session driver
unable to hear anything - crew could hear each
other & driver - in ^{park} area communications
were fine - once driver belted in driver unable to
hear crew

HOBBS START: 67.9

HOBBS STOP: 69.4

MILES: 88

ENGINE OIL TEMP: 205

ENGINE WATER TEMP: 180

-RAISED TRAIL BAR 1/4"

TOTAL TIME ON OIL FILTER = 3.4

TOTAL TIME = 2.9 Hours

TOTAL MILEAGE = 177 miles

BRAKE ROTOR TEMP (LF/RF): 240 / 155

BRAKE ROTOR TEMP (LR/RR): 219 / 169

Track/Event: VIR/ISR FenDRO

Date: 9/3/05 Time: _____

Weather & Conditions: _____

Lap Times:

- | | |
|---|---------------------------------|
| 1) <u>2</u> (m) <u>11</u> . <u>75</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>09</u> . <u>81</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>11</u> . <u>54</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>11</u> . <u>36</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>12</u> . <u>14</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>12</u> . <u>30</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>11</u> . <u>35</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) _____ (m) _____ . _____ (s) | 18) _____ (m) _____ . _____ (s) |
| 9) _____ (m) _____ . _____ (s) | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: _____ (psi) Hot: _____ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: _____ (psi) Hot: _____ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: _____ (psi) Hot: _____ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: _____ (psi) Hot: _____ (psi)

Notes: _____

HOBBS START: _____

HOBBS STOP: _____

MILES: _____

ENGINE OIL TEMP: _____

ENGINE WATER TEMP: _____

BRAKE ROTOR TEMP (LF/RF): _____ / _____

BRAKE ROTOR TEMP (LR/RR): _____ / _____



06 Virginia International Races

Group 8 - Historic Stock Cars

Virginia International Raceway 3.270 Miles

Practice

9/1/2006 09:00 AM

Practice

Qualify Results

Pos	No.	Name	Best Tm	Make	Class	Hometown
1	98	Dale Phelon	1:58.265	"94 Thunderbird, 5867"	LSC-A	"Fernandina Beach, FL"
2	30	Scott Murphy	2:01.042	"93 Grand Prix, 5927"	LSC-A	"Thomasville, NC"
3	2	Donald Soenen	2:02.371	"98 Taurus, 5927"	LSC-A	"Saline, MI"
4	75	Jack Finch	2:02.689	"91 Cutlass, 5917"	HSC-A	"Thomasville, NC"
5	144	Wayne Otto	2:02.924	"99 Lumina, 5917"	LSC-A	"Watchung, NJ"
6	90	Jack Lewis	2:04.271	"02 Taurus, 5927"	BSC-A	"Norcross, GA"
7	12	John Cloud	2:04.293	"94 Thunderbird, 5927"	HSC-A	"Wellington, OH"
8	07	Peter Wiederkehr	2:05.361	"99 Monte Carlo, 5927"	LSC-A	"Oberhasli,"
9	71	Randy Anderson	2:05.433	"99 Monte Carlo, 5927"	HROC-B	"Concord, NC"
10	44	Maurice Hull	2:05.930	"88 Cutlass, 5868"	HSC-A	"High Point, NC"
11	5	Michael Goodman	2:08.567	"90 Lumina, 5927"	HROC-B	"Alpharetta, GA"
12	69		2:09.715			
13	25	David Lewis	2:11.748	"89 Cutlass, 5917"	HROC-B	"Jacksonville, FL"
14	7	Larry Carroll	2:13.712	"92 Lumina, 5927"	BSC-B	"Montchonin, DE"
15	77	Ed Bull	2:15.239	"98 Taurus, 5927"	HROC-B	"Chapin, SC"
16	6	Bill Bradford	2:25.752	"88 T-Brid, 5927"	VSC-B	"Huntersville, NC"
17	47	Tom Cetola	2:44.629	"98 Monte Carlo, 5794"	HROC-B	"Hockessin, DE"
18	1	Tom Salley	2:56.428	"02 Taurus, 5867"	HROC-B	"Martinez, GA"
19	20	Tom Carson	-.---	"93 Lumina, 5927"	HSC-B	"Lutherville, MD"



Virginia International Races



06 Virginia International Races

Group 8 - Historic Stock Cars

Virginia International Raceway 3.270 Miles

Qualifying

9/1/2006 12:30 PM

Qualify

Qualify Results

<i>Pos</i>	<i>No.</i>	<i>Name</i>	<i>Best Tm</i>	<i>Make</i>	<i>Class</i>	<i>Hometown</i>
1	98	Dale Phelon	1:57.537	"94 Thunderbird, 5867"	LSC-A	"Fernandina Beach, FL"
2	144	Wayne Otto	1:58.331	"99 Lumina, 5917"	LSC-A	"Watchung, NJ"
3	2	Donald Soenen	2:00.155	"98 Taurus, 5927"	LSC-A	"Saline, MI"
4	75	Jack Finch	2:00.488	"91 Cutlass, 5917"	HSC-A	"Thomasville, NC"
5	90	Jack Lewis	2:01.144	"02 Taurus, 5927"	BSC-A	"Norcross, GA"
6	07	Peter Wiederkehr	2:01.547	"99 Monte Carlo, 5927"	LSC-A	"Oberhasli,"
7	12	John Cloud	2:01.943	"94 Thunderbird, 5927"	HSC-A	"Wellington, OH"
8	71	Randy Anderson	2:04.029	"99 Monte Carlo, 5927"	HROC-B	"Concord, NC"
9	5	Michael Goodman	2:04.908	"90 Lumina, 5927"	HROC-B	"Alpharetta, GA"
10	77	Ed Bull	2:06.235	"98 Taurus, 5927"	HROC-B	"Chapin, SC"
11	42	Maurice Hull	2:06.476	92 Pontiac Grand Prix	BSC-A	High Point, NC
12	11	John Orzechowski	2:08.196	"97 Thunderbird, 5927"	BSC-B	"Frederick, MD"
13	7	Larry Carroll	2:09.013	"92 Lumina, 5927"	BSC-B	"Montchonin, DE"
14	20	Tom Carson	2:19.220	"93 Lumina, 5927"	HSC-B	"Lutherville, MD"
15	6	Bill Bradford	2:21.075	"88 T-Brid, 5927"	VSC-B	"Huntersville, NC"
16	1	Tom Salley	2:21.486	"02 Taurus, 5867"	HROC-B	"Martinez, GA"
17	47	Tom Cetola	2:28.048	"98 Monte Carlo, 5794"	HROC-B	"Hockessin, DE"
18	25	David Lewis	--:--	"89 Cutlass, 5917"	HROC-B	"Jacksonville, FL"

Printed: 9/2/2006 1:03:55 PM

Chief of Timing & Scoring
Kim Belinc

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16 Virginia International Races

Group 8 - Historic Stock Cars

Virginia International Raceway 3.270 Miles

Feature Race 1

9/2/2006 12:30 PM

Race

Race Results

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown
1	1	98	Dale Phelon	LSC-A	13	1:58.508	"94 Thunderbird, 5867"	"Fernandina Beach, FL"
2	2	144	Wayne Otto	LSC-A	13	1:58.432	"99 Lumina, 5917"	"Watchung, NJ"
3	1	75	Jack Finch	HSC-A	13	2:00.579	"91 Cutlass, 5917"	"Thomasville, NC"
4	3	07	Peter Wiederkehr	LSC-A	13	2:00.614	"99 Monte Carlo, 5927"	"Oberhasli,"
5	1	90	Jack Lewis	BSC-A	13	2:02.306	"02 Taurus, 5927"	"Norcross, GA"
6	4	2	Donald Soenen	LSC-A	13	2:02.825	"98 Taurus, 5927"	"Saline, MI"
7	1	71	Randy Anderson	HROC-B	13	2:02.568	"99 Monte Carlo, 5927"	"Concord, NC"
8	1	42	Maurice Hull	BSC-B	13	2:03.675	92 Pontiac Grand Prix	High Point, NC
9	2	5	Michael Goodman	HROC-B	13	2:04.744	"90 Lumina, 5927"	"Alpharetta, GA"
10	3	77	Ed Bull	HROC-B	13	2:04.059	"98 Taurus, 5927"	"Chapin, SC"
11	2	11	John Orzechowski	BSC-B	13	2:07.736	"97 Thunderbird, 5927"	"Frederick, MD"
12	4	1	Tom Salley	HROC-B	13	2:12.970	"02 Taurus, 5867"	"Martinez, GA"
13	1	6	Bill Bradford	VSC-B	12	2:19.923	"88 T-Brid, 5927"	"Huntersville, NC"
14	3	7	Larry Carroll	BSC-B	11	2:08.605	"92 Lumina, 5927"	"Montchonin, DE"
15	5	25	David Lewis	HROC-B	9	2:13.588	"89 Cutlass, 5917"	"Jacksonville, FL"
16	1	20	Tom Carson	HSC-B	4	2:14.233	"93 Lumina, 5927"	"Lutherville, MD"
17	6	47	Tom Cetola	HROC-B	4	2:23.207	"98 Monte Carlo, 5794"	"Hockessin, DE"
18	2	12	John Cloud	HSC-A	2	2:02.770	"94 Thunderbird, 5927"	"Wellington, OH"
19	7	97	Merlin Mitchell	HROC-B	0	-.---	"97 Grand Prix, 5927"	"Tallahassee, FL"
20	5	30	Scott Murphy	LSC-A	0	-.---	"93 Grand Prix, 5927"	"Thomasville, NC"



06 Virginia International Races

Group 8 - Historic Stock Cars

Virginia International Raceway 3.270 Miles

Enduro

9/3/2006 12:00 PM

Race

Race Results

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown
1	1	12	John Cloud	HSC-A	28	1:59.543	"94 Thunderbird, 5927"	"Wellington, OH"
2	2	75	Jack Finch/ Aaron Dudley	HSC-A	28	2:00.259	"91 Cutlass, 5917"	"Thomasville, NC"
3	1	90	Jack Lewis	BSC-A	28	2:00.132	"02 Taurus, 5927"	"Norcross, GA"
4	1	2	Donald Soenen	LSC-A	28	2:01.105	"98 Taurus, 5927"	"Saline, MI"
5	2	07	Peter Wiederkehr	LSC-A	28	2:00.088	"99 Monte Carlo, 5927"	"Oberhasli,"
6	1	71	Randy Anderson/ Scott M	HROC-B	28	2:00.854	"99 Monte Carlo, 5927"	"Concord, NC"
7	1	42	Maurice Hull	BSC-B	28	2:03.046	92 Pontiac Grand Prix	High Point, NC
8	2	5	Michael Goodman	HROC-B	27	2:03.584	"90 Lumina, 5927"	"Alpharetta, GA"
9	2	11	John Orzechowski	BSC-B	27	2:07.436	"97 Thunderbird, 5927"	"Frederick, MD"
10	3	144	Wayne Otto	LSC-A	26	1:59.058	"99 Lumina, 5917"	"Watchung, NJ"
11	3	1	Tom Salley	HROC-B	26	2:10.056	"02 Taurus, 5867"	"Martinez, GA"
12	4	77	Ed Bull	HROC-B	24	2:05.251	"98 Taurus, 5927"	"Chapin, SC"
13	1	6	Bill Bradford	VSC-B	23	2:18.331	"88 T-Brid, 5927"	"Huntersville, NC"
14	5	25	David Lewis	HROC-B	22	2:11.919	"89 Cutlass, 5917"	"Jacksonville, FL"
15	1	20	Tom Carson	HSC-B	13	2:15.485	"93 Lumina, 5927"	"Lutherville, MD"
16	4	98	Dale Phelon	LSC-A	12	1:59.117	"94 Thunderbird, 5867"	"Fernandina Beach, FL"
17	6	47	Tom Cetola	HROC-B	5	2:23.010	"98 Monte Carlo, 5794"	"Hockessin, DE"
18	3	7	Larry Carroll	BSC-B	0	-.----	"92 Lumina, 5927"	"Montchonin, DE"
19	7	97	Merlin Mitchell	HROC-B	0	-.----	"97 Grand Prix, 5927"	"Tallahassee, FL"
20	5	30	Scott Murphy	LSC-A	0	-.----	"93 Grand Prix, 5927"	"Thomasville, NC"



MOBILE OIL ANALYSIS REPORT

CONTAMINATION
WEAR
OIL CONDITION

NORMAL
NORMAL
NORMAL

11 - Front Gasoline Engine

Unit Make : FORD
 Unit Model : THUNDERBIRD Serial No : JT012 Date Rec'd : Sep 12, 2006
 Comp Make : FORD Cust. Ref No. : {n/a} Sample Date : Sep 3, 2006
 Comp Model : 351 SV0 Stub No. : WC-M1046196 Diagnostician : Doug Bogart

RECOMMENDATION

Resample at the next service interval to monitor.

Sample Date	11/12/05	04/30/06	06/18/06	Current	UOM
Time on Unit	37.7	43.1	46.2	49.6	hrs
Time on Oil	2	5.4	3.1	3.4	hrs
Time on Fltr	2	5.4	3.1	3.4	hrs
Oil Maint.	changed	changed	changed	changed	---
Filter Maint.	changed	changed	changed	changed	---

CONTAMINATION

There is no indication of any contamination in the component.

Sample Date	11/12/05	04/30/06	06/18/06	Current	Abn
Silicon	1.7	4.3	2.5	2.4	
Potassium	2.3	0.0	0.0	0.0	
Sodium	1.1	5.6	4.1	3.8	
Fuel (%)	<2.0	<2.0	<2.0	<2.0	
Glycol (%)	<0.02	<0.02	<0.02	<0.02	
Water (%)	<0.1	<0.1	<0.1	<0.1	
Soot (%)	0	0	0	0	
Sulfation	13	17	17	10	
Nitration	0	0	0	0	

WEAR

component wear rates are normal.

Sample Date	11/12/05	04/30/06	06/18/06	Current	Abn
Iron	9.9	7.6	3.2	4.5	---
Nickel	0.0	0.3	0.6	0.3	---
Chromium	0.6	0.7	0.2	0.3	---
Titanium	2.6	8.5	6.5	5.3	---
Copper	1.3	2.1	1.0	1.3	---
Aluminum	5.3	6.2	4.3	4.5	---
Tin	0.0	0.0	0.2	0.0	---
Lead	355	905	658	742	---
Silver	0.0	0.0	0.0	0.0	---

OIL CONDITION

Oil Type: 22 QTS of VALVOLINE RACING MTR OIL 20W50

The condition of the oil is acceptable for the time in service.

Sample Date	11/12/05	04/30/06	06/18/06	Current	Base
Boron	9.9	11	7.9	8.8	105
Barium	2.4	0.4	0.0	0.0	0.2
Calcium	1784	1750	1661	1520	1602
Magnesium	8.9	6.4	4.5	4.3	437
Molybdenum	0.9	1.7	1.0	1.6	0.2
Sodium	1.1	5.6	4.1	3.8	0.0
Phosphorus	662	702	668	594	703
Sulfur	2616	2692	2409	2492	4003
Zinc	677	681	634	579	768
Visc@40°C	---	---	---	---	175
Visc@100°C	17.7	16.8	17.6	16.81	20.4
Oxidation	90	95	100	55	---



MOBILE OIL ANALYSIS REPORT

CONTAMINATION
WEAR
OIL CONDITION

NORMAL
NORMAL
NORMAL

#69 - Front Gasoline Engine

Unit Make : CHEVY
 Unit Model : MONTE CARLO
 Comp Make : CHEVY
 Comp Model : 350

Serial No : BTK-350
 Cust. Ref No. : {n/a}
 Stub No. : WC-M1046204

Date Rec'd : Sep 12, 2006
 Sample Date : Sep 3, 2006
 Diagnostician : Doug Bogart

RECOMMENDATION

Resample at the next service interval to monitor.

Sample Date	Current	UOM
Time on Unit	5	hrs
Time on Oil	2.5	hrs
Time on Fltr	2.5	hrs
Oil Maint.	changed	---
Filter Maint.	changed	---

CONTAMINATION

There is no indication of any contamination in the component.

Sample Date	Current	Abn
Silicon	5.1	
Potassium	0.0	
Sodium	5.1	
Fuel (%)	<2.0	
Glycol (%)	<0.02	
Water (%)	<0.1	
Soot (%)	0	
Sulfation	0	
Nitration	0	

WEAR

component wear rates are normal.

Sample Date	Current	Abn
Iron	17	---
Nickel	0.8	---
Chromium	1.4	---
Titanium	12	---
Copper	5.2	---
Aluminum	11	---
Tin	0.0	---
Lead	395	---
Silver	0.0	---

OIL CONDITION

Oil Type: 14 QTS of VALVOLINE ALLCLIMT 20W50
 The condition of the oil is acceptable for the time in service.

Sample Date	Current	Base
Boron	18	
Barium	0.0	
Calcium	1537	
Magnesium	7.0	
Molybdenum	18	
Sodium	5.1	
Phosphorus	551	
Sulfur	2369	
Zinc	570	
Visc@40°C	---	
Visc@100°C	16.2	
Oxidation	0	---

CHASSIS SETUP SHEET

DATE: 11-14-06
 CAR: BNS MONTE CARLO #69
 TRACK: SUMMIT POINT

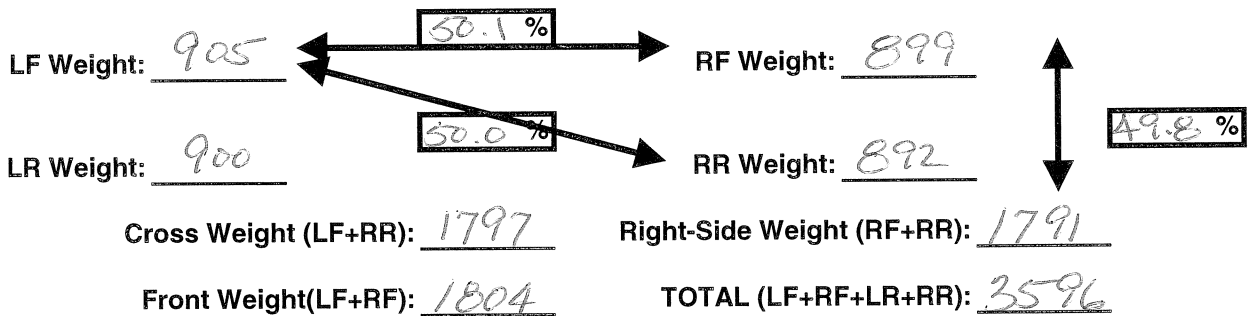
LF	
Tire Pressure:	30 PSI
Tire Size:	D5704
Shock Compression:	199
Shock Rebound:	541
Spring Rate:	650
Camber:	-2 3/4°
Caster:	+5.00° ⇒ 15° SWAY
Ride Height:	5 1/2"
Upper A-Arm Angle:	20.3°
Wheel Spacers:	1/8 + 1/8 + 1/16

RF	
Tire Pressure:	30 PSI
Tire Size:	D5704
Shock Compression:	208
Shock Rebound:	541
Spring Rate:	650
Camber:	-2 3/4"
Caster:	+5 1/2° ⇒ 15° SWAY
Ride Height:	5 1/2"
Upper A-Arm Angle:	21.8°
Wheel Spacers:	1/4 + 1/8

Front Valence Height: LF= 4 3/8 RF= 4 1/8
 Front / Rear Brake Bias: FRONT: _____ REAR: _____ w/DRIVER @ 230
 Front Toe-Out: 1/8"
 Front Sway Bar: 1 3/16" HOLLOW / NEUTRAL
 Rear Sway Bar: 0.600" SOLID / NEUTRAL - NOT HOOKED UP
 Rear End Ratio: 4.22:1
 Track Bar Height: LR= 9 5/8" RR= 9 5/8"
 Fuel Level: FULL

LR	
Tire Pressure:	30 PSI
Tire Size:	D5704
Shock Compression:	165
Shock Rebound:	257
Spring Rate:	300
Camber:	-0.5°
Ride Height:	6 1/4"
Trailing Arm Angle:	0.5° ↑ REAR
Wheel Spacers:	1/4 + 1/8

RR	
Tire Pressure:	30 PSI
Tire Size:	D5704
Shock Compression:	171
Shock Rebound:	260
Spring Rate:	300
Camber:	-0.5°
Ride Height:	6 1/2"
Trailing Arm Angle:	0.4 ↑ REAR
Wheel Spacers:	1/4



NOTES: * ~ 4.75 HOURS ON ENGINE
 * RAN 56 MILES / 1.5 HOURS @ VFR
 * CHECKED OVER CAR - ADJUSTED SEAT BELTS
 * INSTALLED NEW RADIO HARNESS

Track/Event: VRCA TURKEY BOWL - SUMMIT POINT #69

Date: 11/24 - 11/26

Time: THANKSGIVING 2006

Weather & Conditions: MORNING MID 30'S
AFTERNOON LOW 60'S

Lap Times:

- | | |
|------------------------------|------------------------------|
| 1) ____ (m) ____ . ____ (s) | 11) ____ (m) ____ . ____ (s) |
| 2) ____ (m) ____ . ____ (s) | 12) ____ (m) ____ . ____ (s) |
| 3) ____ (m) ____ . ____ (s) | 13) ____ (m) ____ . ____ (s) |
| 4) ____ (m) ____ . ____ (s) | 14) ____ (m) ____ . ____ (s) |
| 5) ____ (m) ____ . ____ (s) | 15) ____ (m) ____ . ____ (s) |
| 6) ____ (m) ____ . ____ (s) | 16) ____ (m) ____ . ____ (s) |
| 7) ____ (m) ____ . ____ (s) | 17) ____ (m) ____ . ____ (s) |
| 8) ____ (m) ____ . ____ (s) | 18) ____ (m) ____ . ____ (s) |
| 9) ____ (m) ____ . ____ (s) | 19) ____ (m) ____ . ____ (s) |
| 10) ____ (m) ____ . ____ (s) | 20) ____ (m) ____ . ____ (s) |

*FASTEST LAP
1:22*

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: ____ (psi) Hot: ____ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: ____ (psi) Hot: ____ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: ____ (psi) Hot: ____ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: ____ (psi) Hot: ____ (psi)

Notes:

CHANGED REAR SPRINGS TO 250#
TO GET RID OF HICCUP BACK
LR → +5 TURNS
RR → +7 TURNS
HOOKED UP REAR SWAY BAR

HOBBS START: _____
HOBBS STOP: _____

(+3.5)

MILES: 276

ENGINE OIL TEMP: _____
ENGINE WATER TEMP: _____

TIME ON OIL & FILTER = 6.0
TOTAL MILEAGE = 332
TOTAL TIME = 8.5

BRAKE ROTOR TEMP (LF/RF): /
BRAKE ROTOR TEMP (LR/RR): /

CHASSIS SETUP SHEET

DATE: 11-27-06
 CAR: BNS MONTE CARLO #69
 TRACK: SOMMIT POST (POST RACK)

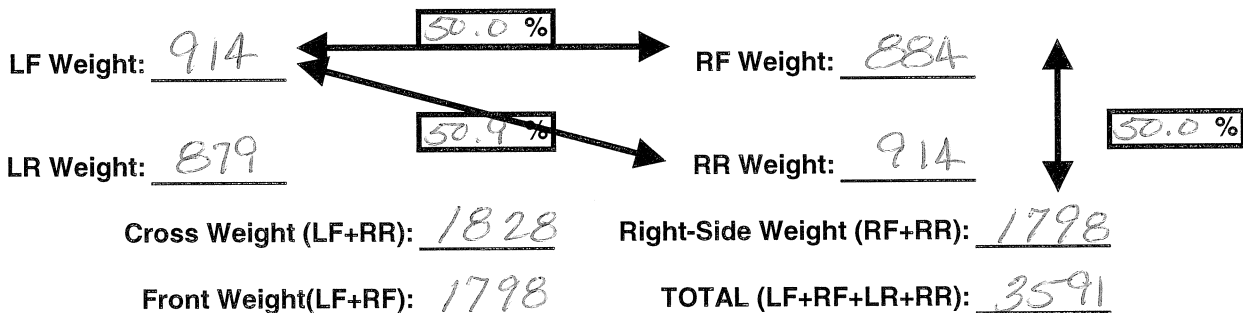
LF
Tire Pressure: <u>30 PSI</u>
Tire Size: <u>D5704</u>
Shock Compression: <u>199</u>
Shock Rebound: <u>541</u>
Spring Rate: <u>650</u>
Camber: <u>-2 1/2°</u>
Caster: <u>+5.0°</u> ⇒ 15° SWAY
Ride Height: <u>5 1/2"</u>
Upper A-Arm Angle: <u>20.2°</u>
Wheel Spacers: <u>1/8 + 1/8 + 1/16</u>

RF
Tire Pressure: <u>30 PSI</u>
Tire Size: <u>D5704</u>
Shock Compression: <u>208</u>
Shock Rebound: <u>541</u>
Spring Rate: <u>650</u>
Camber: <u>-2°</u>
Caster: <u>+5 1/2°</u> ⇒ 15° SWAY
Ride Height: <u>5 3/8"</u>
Upper A-Arm Angle: <u>20.4°</u>
Wheel Spacers: <u>1/4 + 1/8</u>

Front Valence Height: LF= 4 3/8" RF= 4 3/8"
 Front / Rear Brake Bias: FRONT: _____ REAR: _____ w/DRIVER @ 230
 Front Toe-Out: _____
 Front Sway Bar: 1 3/16" HOLLOW / NEUTRAL
 Rear Sway Bar: 0.600" SOLID / NEUTRAL - HOOKED UP
 Rear End Ratio: 4.22:1
 Track Bar Height: LR= 9 3/4" RR= 9 5/8"
 Fuel Level: FULL

LR
Tire Pressure: <u>30 PSI</u>
Tire Size: <u>D5704</u>
Shock Compression: <u>165</u>
Shock Rebound: <u>257</u>
Spring Rate: <u>250</u>
Camber: <u>-0.5°</u>
Ride Height: <u>6 1/4"</u>
Trailing Arm Angle: <u>0°</u>
Wheel Spacers: <u>1/4 + 1/8</u>

RR
Tire Pressure: <u>30 PSI</u>
Tire Size: <u>D5704</u>
Shock Compression: <u>171</u>
Shock Rebound: <u>260</u>
Spring Rate: <u>250</u>
Camber: <u>-0.5°</u>
Ride Height: <u>6 1/2"</u>
Trailing Arm Angle: <u>0.6° REAR</u>
Wheel Spacers: <u>1/4</u>



NOTES:

- * RAN 276 MILES / 3.3 HOURS @ SOMMIT POST
- * CHANGED REAR SPRINGS TO 250#
- * HOOKED UP REAR SWAY BAR
- * FASTEST LAP ⇒ 1:22
- * TO CORRECT CROSS WEIGHT AFTER SPRING CHANGE
- +2 TURNS ⇒ LR
- 3/4 LF & RR
- +3/4 RF & LR
- CROSS = 50.1%
- FRONT = 50.1%
- RIGHT = 49.8%



MOBILE OIL ANALYSIS REPORT

CONTAMINATION
WEAR
OIL CONDITION

NORMAL
NORMAL
NORMAL

#69 - Front Gasoline Engine

Unit Make : CHEVY
 Unit Model : MONTE CARLO
 Comp Make : CHEVY
 Comp Model : 350

Serial No : BTK-350
 Cust. Ref No. : {n/a}
 Stub No. : WC-M1046188

Date Rec'd : Dec 13, 2006
 Sample Date : Nov 26, 2006
 Diagnostician : Doug Bogart

RECOMMENDATION

Resample at the next service interval to monitor.

Sample Date		09/03/06	Current	UOM
Time on Unit			5 8.5	hrs
Time on Oil			2.5 3.5	hrs
Time on Fltr			2.5 3.5	hrs
Oil Maint.		changed	changed	---
Filter Maint.		changed	changed	---

CONTAMINATION

There is no indication of any contamination in the component.

Sample Date		09/03/06	Current	Abn
Silicon			5.1 8.8	
Potassium			0.0 0.0	
Sodium			5.1 3.7	
Fuel (%)			<2.0 <2.0	
Glycol (%)			<0.02 <0.02	
Water (%)			<0.1 <0.1	
Soot (%)			0 0	
Sulfation			0 20	
Nitration			0 35	

WEAR

All component wear rates are normal.

Sample Date		09/03/06	Current	Abn
Iron			17 30	---
Nickel			0.8 1.9	---
Chromium			1.4 3.3	---
Titanium			12 44	---
Copper			5.2 13	---
Aluminum			11 22	---
Tin			0.0 0.0	---
Lead			395 1718	---
Silver			0.0 0.0	---

OIL CONDITION

Oil Type: 14 QTS of VALVOLINE ALLCLIMT 20W50

The condition of the oil is acceptable for the time in service.

Sample Date		09/03/06	Current	Base
Boron			18 21	
Barium			0.0 0.0	
Calcium			1537 2036	
Magnesium			7.0 7.9	
Molybdenum			18 18	
Sodium			5.1 3.7	
Phosphorus			551 814	
Sulfur			2369 3214	
Zinc			570 732	
Visc@40°C			---	---
Visc@100°C			16.2 15.00	
Oxidation			0 70	---

CHASSIS SETUP SHEET

DATE: 11-14-06
 CAR: BGN THUNDERBIRD #11
 TRACK: SIEBRING

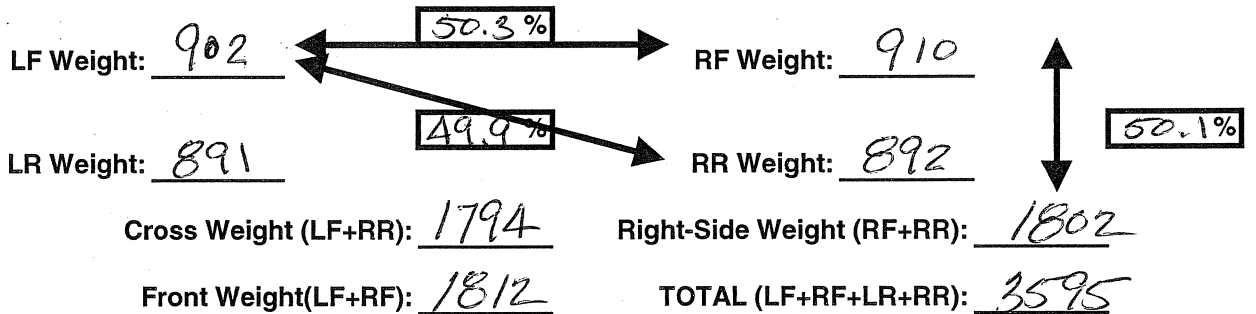
LF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>115</u>
Shock Rebound:	<u>643</u>
Spring Rate:	<u>800</u>
Camber:	<u>-2 5/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>5 5/8"</u>
Upper A-Arm Angle:	<u>20.5°</u>
Wheel Spacers:	<u>1/8"</u>

RF	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>120</u>
Shock Rebound:	<u>588</u>
Spring Rate:	<u>800</u>
Camber:	<u>-1 5/8°</u>
Caster:	<u>+5°</u>
Ride Height:	<u>6"</u>
Upper A-Arm Angle:	<u>19.9°</u>
Wheel Spacers:	<u>1/8"</u>

Front Valence Height: LF= 4 1/8" RF= 4 1/8"
 Front / Rear Brake Bias: FRONT: 550 + 3 CLIPS REAR: 500 w/DRIVER @ 230
 Front Toe-Out: 1/8"
 Front Sway Bar: 1 3/8" HOLLOW / NEUTRAL
 Rear Sway Bar: 5/8" SOLID / NEUTRAL
 Rear End Ratio: 4.11:1
 Track Bar Height: LR= 11" RR= 11"
 Fuel Level: FULL

LR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>105</u>
Shock Rebound:	<u>250</u>
Spring Rate:	<u>300</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>6 1/2"</u>
Trailing Arm Angle:	<u>0.5° ↓ REAR</u>
Wheel Spacers:	<u>1/4"</u>

RR	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>D5704</u>
Shock Compression:	<u>101</u>
Shock Rebound:	<u>274</u>
Spring Rate:	<u>300</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>6 7/8"</u>
Trailing Arm Angle:	<u>0.8° ↓ REAR</u>
Wheel Spacers:	<u>1/8"</u>



NOTES: * TOTAL WEIGHT w/DRIVER = 3595 DRIVER = 230#
 * HOBBS = 70.0
 * CHANGED OIL & FILTER
 * ADDED FRONT BRAKE SPACER PLATES

DRAG LINK SETTINGS:

<u>LF - OUT</u>	<u>LF - IN</u>	<u>RF - IN</u>	<u>RF - OUT</u>
<u>0.125</u>	<u>0.125</u> Down	<u>0.063</u> Down	<u>∅</u>

BUMP MEASUREMENTS:

<u>LEFT FRONT</u>			<u>RIGHT FRONT</u>		
<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>	<u>BUMP</u>	<u>TRAVEL</u>	<u>REBOUND</u>
0.000	0.00	0.000	0.000	0.00	0.000
<u>0.000</u>	0.25	<u>0.000</u>	<u>0.000</u>	0.25	<u>0.004</u>
<u>0.000</u>	0.50	<u>0.001</u>	<u>0.000</u>	0.50	<u>0.004</u>
<u>0.000</u>	0.75	<u>0.002</u>	<u>0.000</u>	0.75	<u>0.005</u>
<u>0.000</u>	1.00	<u>0.003</u>	<u>0.001</u>	1.00	<u>0.006</u>
<u>0.000</u>	1.25		<u>0.003</u>	1.25	
<u>0.003</u>	1.50		<u>0.005</u>	1.50	
<u>0.006</u>	1.75		<u>0.007</u>	1.75	
<u>0.010</u>	2.00		<u>0.009</u>	2.00	
	2.25			2.25	
	2.50			2.50	
	2.75			2.75	
	3.00			3.00	

Track/Event: Sebring PRACTICE DAY

Date: Thursday 11/30/2006 Time: 9:50 A.M.

Weather & Conditions: CLEAR & SUNNY 80°F 64%RH

Lap Times:

- | | |
|---|---------------------------------|
| 1) <u>2</u> (m) <u>55</u> . <u>53</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>43</u> . <u>29</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>37</u> . <u>02</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>33</u> . <u>33</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>33</u> . <u>67</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>33</u> . <u>05</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>35</u> . <u>64</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>3</u> (m) <u>28</u> . <u>62</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) _____ (m) _____ . _____ (s) | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside 128 <u>128</u> °F	Middle <u>136</u> °F	Inside <u>132</u> °F
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Cold: 23 (psi) Hot: 31 (psi)

RIGHT FRONT

Inside <u>134</u> °F	Middle <u>132</u> °F	Outside <u>132</u> °F
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Cold: 23 (psi) Hot: 29 (psi)

LEFT REAR

Outside <u>134</u> °F	Middle <u>132</u> °F	Inside <u>135</u> °F
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Cold: 19 (psi) Hot: 23 (psi)

RIGHT REAR

Inside <u>123</u> °F	Middle 122 <u>122</u> °F	Outside 127 <u>127</u> °F
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Cold: 19 (psi) Hot: 23 (psi)

Notes: _____

HOBBS START: 70.0
HOBBS STOP: 70.5

MILES: 30

ENGINE OIL TEMP: 195
ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 188/185
BRAKE ROTOR TEMP (LR/RR): 136/6

Track/Event: SEBRING

Date: 11/30/2006 THURSDAY Time: 11:30

Weather & Conditions: CLEAR + SUNNY

Lap Times:

- 1) 2 (m) 37.22 (s)
- 2) 2 (m) 29.07 (s)
- 3) 2 (m) 30.21 (s)
- 4) 2 (m) 30.29 (s)
- 5) 2 (m) 30.89 (s)
- 6) 2 (m) 30.90 (s)
- 7) 2 (m) 28.48 (s)
- 8) 2 (m) 30.03 (s)
- 9) 3 (m) 23 (s)
- 10) ____ (m) ____ (s)
- 11) ____ (m) ____ (s)
- 12) ____ (m) ____ (s)
- 13) ____ (m) ____ (s)
- 14) ____ (m) ____ (s)
- 15) ____ (m) ____ (s)
- 16) ____ (m) ____ (s)
- 17) ____ (m) ____ (s)
- 18) ____ (m) ____ (s)
- 19) ____ (m) ____ (s)
- 20) ____ (m) ____ (s)

LEFT FRONT

Outside 121 <u>138</u> 133 °F	Middle <u>138</u> 134 °F	Inside 141 <u>138</u> 133 °F
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Cold: 23 (psi) Hot: 32 (psi)

RIGHT FRONT

Inside 138 <u>141</u> °F	Middle 138 <u>134</u> °F	Outside 121 <u>133</u> °F
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Cold: 23 (psi) Hot: 30 (psi)

LEFT REAR

Outside <u>138</u> °F	Middle <u>134</u> 138 °F	Inside <u>136</u> 140 °F
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Cold: 19 (psi) Hot: 24 (psi)

RIGHT REAR

Inside 140 <u>136</u> °F	Middle 134 <u>138</u> °F	Outside <u>138</u> °F
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Cold: 19 (psi) Hot: 24 (psi)

Notes:

HOBBS START: 70.5
HOBBS STOP: 71.0

MILES: 34

ENGINE OIL TEMP: 200
ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 154 / 208
BRAKE ROTOR TEMP (LR/RR): 208 / 206

Track/Event: SEBRING

Date: THURS 11/30/2006

Time: 2:15

Weather & Conditions: CLEAR

83° / 58%
Temp. / humidity

Lap Times:

- | | |
|---|---------------------------------|
| 1) <u>2</u> (m) <u>33</u> . <u>07</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>28</u> . <u>60</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>28</u> . <u>04</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>28</u> . <u>18</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>27</u> . <u>68</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>30</u> . <u>62</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>3</u> (m) <u>32</u> . _____ (s) | 17) _____ (m) _____ . _____ (s) |
| 8) _____ (m) _____ . _____ (s) | 18) _____ (m) _____ . _____ (s) |
| 9) _____ (m) _____ . _____ (s) | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
<u>132</u> °F	<u>132</u> °F	<u>134</u> °F

Cold: 23 (psi) Hot: 33 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>137</u> °F	<u>133</u> °F	<u>130</u> °F

Cold: 23 (psi) Hot: ~~33~~ 33 (psi)

LEFT REAR

Outside	Middle	Inside
<u>133</u> °F	<u>130</u> °F	<u>132</u> °F

Cold: 19 (psi) Hot: 23 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>137</u> °F	<u>135</u> °F	<u>109</u> °F

Cold: 19 (psi) Hot: ~~23~~ 23 (psi)

Notes:

CHANGED REAR SPRINGS → 250#
ADDED 210 TURNS TO ADJUST
RIDE HEIGHT

HOBBS START: 71.0
HOBBS STOP: 71.3
MILES: 27

ENGINE OIL TEMP: 200
ENGINE WATER TEMP: 175

BRAKE ROTOR TEMP (LF/RF): 272 / 328
BRAKE ROTOR TEMP (LR/RR): 207 / 229

Track/Event: SEBRING

Date: ~~11/29/06~~ 11/30/06 Time: 3:55 PM

Weather & Conditions: 82° / 60°

Lap Times:

- | | |
|--|---------------------------------|
| 1) <u>2</u> (m) <u>26</u> . <u>24</u> (s) <u>wrong</u> | 11) _____ (m) _____ . _____ (s) |
| 2) _____ (m) _____ . _____ (s) | 12) _____ (m) _____ . _____ (s) |
| 3) _____ (m) _____ . _____ (s) | 13) _____ (m) _____ . _____ (s) |
| 4) _____ (m) _____ . _____ (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>43</u> . <u>41</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>4</u> (m) <u>56</u> . <u>52</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>30</u> . <u>23</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>3</u> (m) <u>14</u> . <u>48</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) _____ (m) _____ . _____ (s) | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside <u>122</u> °F	Middle <u>112</u> °F	Inside <u>135</u> °F
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Cold: _____ (psi) Hot: 31 (psi)

RIGHT FRONT

Inside <u>134</u> °F	Middle <u>127</u> °F	Outside <u>127</u> °F
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Cold: _____ (psi) Hot: 30 (psi)

LEFT REAR

Outside <u>123</u> °F	Middle <u>123</u> °F	Inside <u>130</u> °F
-----------------------------	----------------------------	----------------------------

Cold: _____ (psi) Hot: 23 (psi)

RIGHT REAR

Inside <u>138</u> °F	Middle <u>136</u> °F	Outside <u>134</u> °F
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Cold: _____ (psi) Hot: 54 (psi)

Notes:

ADDED 20.5 GALLONS FUEL
"FULL"

HOBBS START: 71.3
HOBBS STOP: 71.9

MILES: 30

ENGINE OIL TEMP: 190
ENGINE WATER TEMP: 170

BRAKE ROTOR TEMP (LF/RF): 278 / 257
BRAKE ROTOR TEMP (LR/RR): 212 / 214

Track/Event: SABRINA PRACTICE

Date: 12-1-06 Friday Time: 8:35 am

Weather & Conditions: CLEAR 72°/81°/90 km

Lap Times:

- 1) 2 (m) 37 . 59 (s)
- 2) 2 (m) 28 . 20 (s)
- 3) 2 (m) 28 . 60 (s)
- 4) 2 (m) 27 . 50 (s)
- 5) 2 (m) 26 . 40 (s)
- 6) 2 (m) 24 . 17 (s)
- 7) 2 (m) 24 . 83 (s)
- 8) 2 (m) 24 . 36 (s)
- 9) 2 (m) 24 . 52 (s)
- 10) 2 (m) 25 . 50 (s)

- 3 23 65
- 11) ~~2~~ (m) ~~25~~ . _____ (s)
 - 12) _____ (m) _____ . _____ (s)
 - 13) _____ (m) _____ . _____ (s)
 - 14) _____ (m) _____ . _____ (s)
 - 15) _____ (m) _____ . _____ (s)
 - 16) _____ (m) _____ . _____ (s)
 - 17) _____ (m) _____ . _____ (s)
 - 18) _____ (m) _____ . _____ (s)
 - 19) _____ (m) _____ . _____ (s)
 - 20) _____ (m) _____ . _____ (s)

LEFT FRONT

Outside	Middle	Inside
<u>116</u> °F	<u>135</u> °F	<u>137</u> °F

Cold: 23 (psi) Hot: 33 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>134</u> °F	<u>120</u> °F	<u>123</u> °F

Cold: 23 (psi) Hot: 33 (psi)

LEFT REAR

Outside	Middle	Inside
<u>132</u> °F	<u>130</u> °F	<u>133</u> °F

Cold: 19 (psi) Hot: 25 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>135</u> °F	<u>135</u> °F	<u>134</u> °F

Cold: 19 (psi) Hot: 24 (psi)

Notes:

ADDED 7 GALLONS FUEL "FULL"
PUT ON (2) HEAT CYCLE TIRES

HOBBS START: 71.9
HOBBS STOP: 72.6

MILES: 41

ENGINE OIL TEMP: 200
ENGINE WATER TEMP: 175

BRAKE ROTOR TEMP (LF/RF): 379 380
BRAKE ROTOR TEMP (LR/RR): 239 1

Track/Event: SEBRING QUALIFYING

Date: 12-1-06 Friday Time: 1:35

Weather & Conditions: _____ 83° / 57%

Lap Times:

- 1st lap*
- 1) 2 (m) 34 . 46 (s)
 - 2) 2 (m) 34 . 46 (s)
 - 3) 4 (m) 56 . 13 (s)
 - 4) 2 (m) 27 . 75 (s)
 - 5) 2 (m) 27 . 75 (s)
 - 6) 2 (m) 28 . 48 (s)
 - 7) 2 (m) 25 . 89 (s)
 - 8) 2 (m) 25 . 82 (s)
 - 9) 2 (m) 27 . 16 (s)
 - 10) 2 (m) 26 . 50 (s)
 - 11) _____ (m) 1 . 14 (s)
 - 12) 2 (m) 24 . 90 (s)
 - 13) 3 (m) 20 . 10 (s)
 - 14) _____ (m) _____ . _____ (s)
 - 15) _____ (m) _____ . _____ (s)
 - 16) _____ (m) _____ . _____ (s)
 - 17) _____ (m) _____ . _____ (s)
 - 18) _____ (m) _____ . _____ (s)
 - 19) _____ (m) _____ . _____ (s)
 - 20) _____ (m) _____ . _____ (s)

LEFT FRONT

Outside	Middle	Inside
<u>135</u> °F	<u>130</u> °F	<u>137</u> °F

Cold: 23 (psi) Hot: 44 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>141</u> °F	<u>134</u> °F	<u>134</u> °F

Cold: 23 (psi) Hot: 43 (psi)

LEFT REAR

Outside	Middle	Inside
<u>134</u> °F	<u>135</u> °F	<u>135</u> °F

Cold: 29 (psi) Hot: 44 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>144</u> °F	<u>143</u> °F	<u>140</u> °F

Cold: 19 (psi) Hot: 25 (psi)

Notes:

- ADDED BRAKE CALIPER SPACER PLATES TO REAR & TOPPED FLOZD
- ADDED 8 1/2 GALLONS FUEL "FULL"

HOBBS START: 72.6
 HOBBS STOP: 73.2
 MILES: 47

ENGINE OIL TEMP: 195
 ENGINE WATER TEMP: 205

BRAKE ROTOR TEMP (LF/RF): 461 / 385
 BRAKE ROTOR TEMP (LR/RR): 324 / 321

Track/Event: SILVERING QUALIFYING RACE

Date: 12-1-06 Friday Time: 4:30 PM

Weather & Conditions: CLOUDY 82/52⁹h

DARK CLOUDS END OF RACE

Lap Times:

up

- 1) 6 (m) 23 . 79 (s)
- 2) 2 (m) 27 . 71 (s)
- 3) 2 (m) 28 . 79 (s)
- 4) 2 (m) 29 . 80 (s)
- 5) 3 (m) 42 . 88 (s)
- 6) 2 (m) 25 . 28 (s)
- 7) 2 (m) 24 . 72 (s)
- 8) 3 (m) 57 . 71 (s)
- 9) _____ (m) _____ . _____ (s)
- 10) _____ (m) _____ . _____ (s)
- 11) _____ (m) _____ . _____ (s)
- 12) _____ (m) _____ . _____ (s)
- 13) _____ (m) _____ . _____ (s)
- 14) _____ (m) _____ . _____ (s)
- 15) _____ (m) _____ . _____ (s)
- 16) _____ (m) _____ . _____ (s)
- 17) _____ (m) _____ . _____ (s)
- 18) _____ (m) _____ . _____ (s)
- 19) _____ (m) _____ . _____ (s)
- 20) _____ (m) _____ . _____ (s)

*> fuel
caution
flag*

*single file
no stab*

LEFT FRONT

Outside	Middle	Inside
<u>104</u> °F	<u>137</u> °F	<u>127</u> °F

Cold: 23 (psi) Hot: 31 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>131</u> °F	<u>123</u> °F	<u>131</u> °F

Cold: 23 (psi) Hot: 31 (psi)

LEFT REAR

Outside	Middle	Inside
<u>130</u> °F	<u>123</u> °F	<u>127</u> °F

Cold: 19 (psi) Hot: 44 (psi)

RIGHT REAR

Inside	Middle	Outside
<u>134</u> °F	<u>131</u> °F	<u>138</u> °F

Cold: 19 (psi) Hot: 24 (psi)

Notes:

RAISED TRACK BAR 1/4" BOTH SIDES

HOBBS START: 73.2
HOBBS STOP: _____

MILES: 34

ENGINE OIL TEMP: 200
ENGINE WATER TEMP: 170

BRAKE ROTOR TEMP (LF/RF): 398 / 328
BRAKE ROTOR TEMP (LR/RR): 177 / 147
219

Track/Event: Selbring Sat. Race

Date: 12/2/2006

Time: 2:15p.m.

Weather & Conditions: Sunny & Hot; Slight Breeze 85.4° 48%RH

Lap Times:

- | | |
|--|---------------------------------|
| 1) <u>4</u> (m) <u>09</u> . <u>79</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>33</u> . <u>09</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>28</u> . <u>46</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>26</u> . <u>17</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>28</u> . <u>62</u> (s) <i>passed by David Lewis - no Larry Carroll L5 or L6</i> | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>27</u> . <u>71</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>27</u> . <u>39</u> (s) <i>white flag</i> | 17) _____ (m) _____ . _____ (s) |
| 8) <u>2</u> (m) <u>26</u> . <u>53</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) <u>3</u> (m) <u>09</u> . <u>47</u> (s) | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s) | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside <u>137.6</u> °F	Middle <u>108.2</u> °F	Inside <u>97.2</u> °F
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Cold: 23 (psi) Hot: 32 (psi)

RIGHT FRONT

Inside <u>148.8</u> °F	Middle <u>140.7</u> °F	Outside <u>136.8</u> °F
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Cold: 23 (psi) Hot: 32 (psi)

LEFT REAR

Outside <u>97</u> °F	Middle <u>136.8</u> °F	Inside <u>107.1</u> °F
----------------------------	------------------------------	------------------------------

Cold: 19 (psi) Hot: 24 (psi)

RIGHT REAR

Inside <u>142.5</u> °F	Middle <u>2</u> <u>140.8</u> °F	Outside <u>107.1</u> °F
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Cold: 19 (psi) Hot: 24 (psi)

Notes: Prior to Run: Changed front sway bar to \downarrow 1/4 inches; lowered track bar 1/4 inch put on new rear spoiler; Add 7.5 gallons of fuel

HOBBS START: 73.8
HOBBS STOP: 74.4

MILES: 34

ENGINE OIL TEMP: 210
ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 421 / 422
BRAKE ROTOR TEMP (LR/RR): 289 / 230
284

Track/Event: Sebring '30 Minute Race'

Date: 12/3/2006 Time: ~4:30 a.m. 11:41 a.m.

Weather & Conditions: Sunny, Warm, Slight Breeze 80.7° 56%RH

Lap Times:

- 1) 3 (m) 59.28 (s)
- 2) 2 (m) 28.75 (s)
- 3) 2 (m) 32.29 (s) ³² ~~passed Edgar~~ ^{passed Edgar}
- 4) 2 (m) 34.87 (s) ^{Edgar passed John I; Ed Bull in pits; L5: Conynan out}
- 5) 2 (m) 34.40 (s)
- 6) 2 (m) 32.56 (s)
- 7) 2 (m) 30.17 (s) ^{white flag}
- 8) 2 (m) 30.47 (s)
- 9) 4 (m) 27.02 (s)
- 10) _____ (m) _____ (s)
- 11) _____ (m) _____ (s)
- 12) _____ (m) _____ (s)
- 13) _____ (m) _____ (s)
- 14) _____ (m) _____ (s)
- 15) _____ (m) _____ (s)
- 16) _____ (m) _____ (s)
- 17) _____ (m) _____ (s)
- 18) _____ (m) _____ (s)
- 19) _____ (m) _____ (s)
- 20) _____ (m) _____ (s)

LEFT FRONT

Outside	Middle	Inside
139.9 °F	97.7 °F	115.4 °F

Cold: 23 (psi) Hot: 31 (psi)

RIGHT FRONT

Inside	Middle	Outside
122.6 °F	134.3 °F	122.2 °F

Cold: 23 (psi) Hot: 30 (psi)

LEFT REAR

Outside	Middle	Inside
139.5 °F	133.4 °F	133.5 °F

Cold: 19 (psi) Hot: 24 (psi)

RIGHT REAR

Inside	Middle	Outside
132.6 °F	124 °F	112.3 °F

Cold: 19 (psi) Hot: 24 (psi)

Notes: Prior to run added ~7/7.5 gallons of fuel; up 1/4" on track bar
Finished ~~2nd~~ 1st
~~ended race post race due to unofficial sprinter~~

HOBBS START: 74.4

HOBBS STOP: 75.1

MILES: 34

1st Place IIII

ENGINE OIL TEMP: 200
ENGINE WATER TEMP: 180

TOTAL TIME ON OIL FILTER = 5.7
TOTAL TIME = 5.1 HOURS
TOTAL MILEAGE = 311 MILES

BRAKE ROTOR TEMP (LF/RF): 373 / 342
BRAKE ROTOR TEMP (LR/RR): 232 / 230



2006 Sebring Historic
Fall Races



2006 Sebring Historic Fall Classic

Group 8 - Historic Stock Cars

Sebring Int'l Raceway 3.740 Miles

Practice

12/1/2006 08:35 AM

Practice

Qualify Results

Pos	No.	Name	Best Tm Class	Hometown	Laps	Model/Engine
1	98	Dale Phelon	2:11.069 LSC-A	"Fernandina Beach, FL"	4	"94 Thunderbird, 5867"
2	29	Gene Felton	2:12.006 LSC-A	"Roswell, GA"	3	"96 Monte Carlo, 5927"
3	30	Scott Murphy	2:14.498 LSC-A	"Thomasville, NC"	3	"93 Grand Prix, 5927"
4	144	Wayne Otto	2:15.293 LSC-A	"Watchung, NJ"	3	"99 Lumina, 5917"
5	02	John Cloud	2:17.651 HSC-A	"Wellington, OH"	5	"93 Grand Prix, 5927"
6	75	Jack Finch	2:17.953 HSC-A	"Thomasville, NC"	7	"91 Cutlass, 5917"
7	44	Maurice Hull	2:18.774 HSC-A	"High Point, NC"	8	"88 Cutlass, 5868"
8	1	Tom Salley	2:20.584 HROC-B	"Martinez, GA"	4	"02 Taurus, 5867"
9	28	Joe Pirrotta	2:21.165 HSC-B	"Palm City, FL"	6	"92 Thunderbird, 5827"
10	88	Dan Verstuyft	2:21.481 LSC-A	"Paso Robles, CA"	8	"01 Taurus, 5927"
11	71	Randy Anderson	2:22.182 HROC-B	"Concord, NC"	4	"99 Monte Carlo, 5927"
12	25	David Lewis	2:23.742 HROC-B	"Jacksonville, FL"	9	"89 Cutlass, 5917"
13	11	John Orzechowski	2:24.231 BSC-B	"Frederick, MD"	9	"97 Thunderbird, 5927"
14	7	Larry Carroll	2:26.945 BSC-B	"Montchonin, DE"	9	"92 Lumina, 5927"
15	97	Merlin Mitchell	2:28.984 HROC-B	"Tallahassee, FL"	9	"07 Grand Prix, 5927"
16	5	Michael Goodman	2:54.065 HROC-B	"Alpharetta, GA"	9	"07 Grand Prix, 5927"



2006 Sebring Historic
Fall Races



2006 Sebring Historic Fall Classic

Group 8 - Historic Stock Cars

Sebring Int'l Raceway 3.740 Miles

Qualifying

12/1/2006 01:35 PM

Qualify

Qualify Results

Pos	No.	Name	Best Tm	Class	Hometown	Laps	Model/Engine
1	98	Dale Phelon	2:10.895	LSC-A	"Fernandina Beach, FL"	4	"94 Thunderbird, 5867"
2	30	Scott Murphy	2:11.875	LSC-A	"Thomasville, NC"	4	"93 Grand Prix, 5927"
3	29	Gene Felton	2:13.289	LSC-A	"Roswell, GA"	5	"96 Monte Carlo, 5927"
4	144	Wayne Otto	2:13.623	LSC-A	"Watchung, NJ"	3	"99 Lumina, 5917"
5	20	Brian Gill	2:14.584	HROC-B	"Madison, AL"	10	"93 Grand Prix, 5927"
6	75	Jack Finch	2:14.652	HSC-A	"Thomasville, NC"		"93 Grand Prix, 5917"
7	02	John Cloud	2:15.030	HSC-A	"Wellington, OH"	5	"93 Grand Prix, 5927"
8	44	Maurice Hull	2:15.642	HSC-A	"High Point, NC"	6	"88 Cutlass, 5868"
9	17	Edgar Otto	2:18.810	LSC-A	"Boca Raton, FL"	3	"02 Monte Carlo, 5927"
10	1	Tom Salley	2:19.579	HROC-B	"Martinez, GA"	5	"02 Taurus, 5867"
11	5	Michael Goodman	2:19.994	HROC-B	"Alpharetta, GA"	12	"90 Lumina, 5927"
12	7	Larry Carroll	2:21.899	BSC-B	"Montchonin, DE"	11	"92 Lumina, 5927"
13	71	Randy Anderson	2:22.474	HROC-B	"Concord, NC"	3	"99 Monte Carlo, 5927"
14	88	Dan Verstuyft	2:22.565	LSC-A	"Paso Robles, CA"	6	"01 Taurus, 5927"
15	25	David Lewis	2:25.532	HROC-B	"Jacksonville, FL"	12	"89 Cutlass, 5917"
16	11	John Orzechowski	2:25.971	BSC-B	"Frederick, MD"	12	"97 Thunderbird, 5927"
17	97	Merlin Mitchell	2:29.479	HROC-B	"Tallahassee, FL"	6	"97 Grand Prix, 5927"



2006 Sebring Historic
Fall Races



2006 Sebring Historic Fall Classic

Group 8 - Historic Stock Cars

Sebring Int'l Raceway 2.5 Miles

Feature Race 1

12/1/2006 04:50 PM

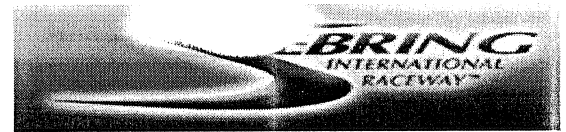
Race

Race Results

Pos	PIC	No.	Name	Class	Laps	Best Tm	Model/Engine	Total Tm
1	1	98	Dale Phelon	LSC-A	7	2:12.879	"94 Thunderbird, 5867"	17:59.402
2	2	29	Gene Felton	LSC-A	7	2:12.826	"96 Monte Carlo, 5927"	17:59.762
3	3	30	Scott Murphy	LSC-A	7	2:12.810	"93 Grand Prix, 5927"	18:02.317
4	4	144	Wayne Otto	LSC-A	7	2:14.016	"99 Lumina, 5917"	18:05.279
5	1	75	Jack Finch	HSC-A	7	2:14.797	"91 Cutlass, 5917"	18:08.045
6	1	20	Brian Gill	HROC-B	7	2:15.144	"02 Grand Prix, 5927"	18:09.028
7	2	02	John Cloud	HSC-A	7	2:13.673	"93 Grand Prix, 5927"	18:09.182
8	2	1	Tom Salley	HROC-B	7	2:18.039	"02 Taurus, 5867"	18:13.287
9	3	71	Randy Anderson	HROC-B	7	2:18.349	"99 Monte Carlo, 5927"	18:14.327
10	5	2	Denny Wilson	LSC-A	7	2:22.326	"98 Monte Carlo, 5927"	18:22.891
11	6	88	Dan Verstuyft	LSC-A	7	2:21.924	"01 Taurus, 5927"	18:23.502
12	1	7	Larry Carroll	BSC-B	7	2:25.154	"92 Lumina, 5927"	18:30.103
13	4	77	Ed Bull	HROC-B	7	2:25.096	"98 Taurus, 5927"	18:32.024
14	2	11	John Orzechowski	BSC-B	7	2:25.219	"97 Thunderbird, 5927"	18:35.006
15	5	97	Merlin Mitchell	HROC-B	7	2:27.895	"97 Grand Prix, 5927"	18:58.494
16	6	25	David Lewis	HROC-B	6	2:28.146	"89 Cutlass, 5917"	16:12.451
17	3	44	Maurice Hull	HSC-A	3	2:21.031	"88 Cutlass, 5868"	7:40.773
18	7	8	Michael Dunkel	LSC-A	3	2:23.920	"02 Taurus, 5927"	14:46.513
19	7	5	Michael Goodman	HROC-B	2	2:21.434	"90 Lumina, 5927"	4:46.470



2006 Sebring Historic
Fall Races



2006 Sebring Historic Fall Classic

Group 8 - Historic Stock Cars

Sebring Int'l Raceway 3.740 Miles

Feature Race 2

12/2/2006 02:00 PM

Race

Race Results

Pos	PIC	No.	Name	Class	Laps	Best Tm	Model/Engine	Total Tm
1	1	30	Scott Murphy	LSC-A	7	2:12.791	"93 Grand Prix, 5927"	15:34.954
2	2	98	Dale Phelon	LSC-A	7	2:12.151	"94 Thunderbird, 5867"	15:35.494
3	1	75	Jack Finch	HSC-A	7	2:13.026	"91 Cutlass, 5917"	15:42.973
4	3	144	Wayne Otto	LSC-A	7	2:12.427	"99 Lumina, 5917"	5:58.845
5	2	02	John Cloud	HSC-A	7	2:15.972	"93 Grand Prix, 5927"	16:01.273
6	3	44	Maurice Hull	HSC-A	7	2:16.279	"88 Cutlass, 5868"	16:07.170
7	1	20	Brian Gill	HROC-B	7	2:12.755	"02 Grand Prix, 5927"	16:11.356
8	2	1	Tom Salley	HROC-B	7	2:17.437	"02 Taurus, 5867"	16:16.442
9	4	17	Edgar Otto	LSC-A	7	2:16.281	"02 Monte Carlo, 5927"	16:16.922
10	3	71	Randy Anderson	HROC-B	7	2:18.937	"99 Monte Carlo, 5927"	16:24.358
11	5	88	Dan Verstuyft	LSC-A	7	2:20.795	"01 Taurus, 5927"	16:39.216
12	4	5	Michael Goodman	HROC-B	7	2:19.251	"90 Lumina, 5927"	17:06.121
13	5	77	Ed Bull	HROC-B	7	2:25.492	"98 Taurus, 5927"	17:18.984
14	6	25	David Lewis	HROC-B	7	2:26.740	"89 Cutlass, 5917"	17:19.516
15	1	11	John Orzechowski	BSC-B	7	2:26.257	"97 Thunderbird, 5927"	17:20.618
16	7	97	Merlin Mitchell	HROC-B	7	2:25.328	"97 Grand Prix, 5927"	17:24.335
17	6	29	Gene Felton	LSC-A	3	2:12.597	"96 Monte Carlo, 5927"	6:47.045
18	2	7	Larry Carroll	BSC-B	3	2:26.380	"92 Lumina, 5927"	7:29.763
19	7	2	Denny Wilson	LSC-A	0	-	"98 Monte Carlo, 5927"	4.966



2006 Sebring Historic
Fall Races



2006 Sebring Historic Fall Classic

Group 8 - Historic Stock Cars

Sebring Int'l Raceway 3.740 Miles

Feature Race 3

12/3/2006 11:30 AM

Race

Race Results

Pos	PIC	No.	Name	Class	Laps	Best Tm	Model/Engine	Total Tm
1	1	98	Dale Phelon	LSC-A	7	2:12.131	"94 Thunderbird, 5867"	15:58.227
2	1	75	Jack Finch	HSC-A	7	2:12.068	"91 Cutlass, 5917"	15:58.827
3	2	30	Scott Murphy	LSC-A	7	2:12.596	"93 Grand Prix, 5927"	15:59.224
4	2	44	Maurice Hull	HSC-A	7	2:16.446	"88 Cutlass, 5868"	16:03.861
5	3	02	John Cloud	HSC-A	7	2:16.072	"93 Grand Prix, 5927"	16:12.736
6	3	2	Denny Wilson	LSC-A	7	2:20.825	"98 Monte Carlo, 5927"	16:42.147
7	4	88	Dan Verstuyft	LSC-A	7	2:22.166	"01 Taurus, 5927"	16:47.504
8	5	17	Edgar Otto	LSC-A	7	2:17.214	"02 Monte Carlo, 5927"	17:29.214
9	1	11	John Orzechowski	BSC-B	7	2:29.003	"97 Thunderbird, 5927"	17:45.709
10	2	7	Larry Carroll	BSC-B	7	2:30.322	"92 Lumina, 5927"	17:46.653
11	1	25	David Lewis	HROC-B	7	2:30.308	"89 Cutlass, 5917"	17:47.288
12	2	1	Tom Salley	HROC-B	6	2:21.909	"02 Taurus, 5867"	14:20.319
13	3	97	Merlin Mitchell	HROC-B	6	2:33.798	"97 Grand Prix, 5927"	15:58.729
14	4	77	Ed Bull	HROC-B	6	2:23.974	"98 Taurus, 5927"	16:13.177
15	5	5	Michael Goodman	HROC-B	4	2:27.219	"90 Lumina, 5927"	10:39.676



MOBILE OIL ANALYSIS REPORT

CONTAMINATION
WEAR
OIL CONDITION

NORMAL
NORMAL
NORMAL

11 - Front Gasoline Engine

Unit Make : FORD
 Unit Model : THUNDERBIRD
 Comp Make : FORD
 Comp Model : 351 SV0

Serial No : JT012
 Cust. Ref No. : {n/a}
 Stub No. : WC-M1071048

Date Rec'd : Dec 13, 2006
 Sample Date : Dec 3, 2006
 Diagnostician : Doug Bogart

RECOMMENDATION

Resample at the next service interval to monitor.

Sample Date	04/30/06	06/18/06	09/03/06	Current	UOM
Time on Unit	43.1	46.2	49.6	55.3	hrs
Time on Oil	5.4	3.1	3.4	5.7	hrs
Time on Fltr	5.4	3.1	3.4	5.7	hrs
Oil Maint.	changed	changed	changed	changed	---
Filter Maint.	changed	changed	changed	changed	---

CONTAMINATION

There is no indication of any contamination in the component.

Sample Date	04/30/06	06/18/06	09/03/06	Current	Abn
Silicon	4.3	2.5	2.4	1.6	
Potassium	0.0	0.0	0.0	0.0	
Sodium	5.6	4.1	3.8	2.5	
Fuel (%)	<2.0	<2.0	<2.0	<2.0	
Glycol (%)	<0.02	<0.02	<0.02	<0.02	
Water (%)	<0.1	<0.1	<0.1	<0.1	
Soot (%)	0	0	0	0	
Sulfation	17	17	10	23	
Nitration	0	0	0	35	

WEAR

All component wear rates are normal.

Sample Date	04/30/06	06/18/06	09/03/06	Current	Abn
Iron	7.6	3.2	4.5	6.7	---
Nickel	0.3	0.6	0.3	1.2	---
Chromium	0.7	0.2	0.3	0.5	---
Titanium	8.5	6.5	5.3	6.1	---
Copper	2.1	1.0	1.3	1.9	---
Aluminum	6.2	4.3	4.5	5.0	---
Tin	0.0	0.2	0.0	0.0	---
Lead	905	658	742	1490	---
Silver	0.0	0.0	0.0	0.0	---

OIL CONDITION

Oil Type: 22 QTS of VALVOLINE RACING MTR OIL 20W50

The condition of the oil is acceptable for the time in service.

Sample Date	04/30/06	06/18/06	09/03/06	Current	Base
Boron	11	7.9	8.8	9.6	105
Barium	0.4	0.0	0.0	0.0	0.2
Calcium	1750	1661	1520	1978	1602
Magnesium	6.4	4.5	4.3	6.1	437
Molybdenum	1.7	1.0	1.6	1.9	0.2
Sodium	5.6	4.1	3.8	2.5	0.0
Phosphorus	702	668	594	801	703
Sulfur	2692	2409	2492	3334	4003
Zinc	681	634	579	704	768
Visc@40°C	---	---	---	---	175
Visc@100°C	16.8	17.6	16.81	15.6	20.4
Oxidation	95	100	55	60	---

ENGINE MAINTENANCE WORKSHEET - SBF

DATE: 12-9-06
 HOBBS: 75.1

HOT LASH SETTING: 0.016" - I / 0.020" - E
 COLD LASH SETTING: 0.008" - I / 0.012" - E

SBF(351) firing order: 1-3-7-2-6-5-4-8

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#5 - E	_____	_____	_____
#5 - I	_____	_____	_____
#6 - E	_____	_____	_____
#6 - I	_____	_____	_____
#7 - E	_____	_____	_____
#7 - I	_____	_____	_____
#8 - E	_____	_____	_____
#8 - I	_____	_____	_____

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#1 - I	_____	_____	_____
#1 - E	_____	_____	_____
#2 - I	_____	_____	_____
#2 - E	_____	_____	_____
#3 - I	_____	_____	_____
#3 - E	_____	_____	_____
#4 - I	_____	_____	_____
#4 - E	_____	_____	_____

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#5	<u>2</u>	<u>150</u>
#6	<u>2</u>	<u>160</u>
#7	<u>5</u>	<u>150</u>
#8	<u>7</u>	<u>155</u>

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#1	<u>8</u>	<u>150</u>
#2	<u>4</u>	<u>155</u>
#3	<u>6</u>	<u>155</u>
#4	<u>5</u>	<u>160</u>

NOTES: ALL MEASUREMENTS TAKEN COLD
OIL ANALYSIS
TOTAL TIME ON ENGINE = 55.2 HOURS
SPARK PLUG ⇒ AUTOLITE 3931

<u>SEASON</u>	<u>HOURS</u>	<u>MILES</u>
2004	14.0	702
2005	20.0	794
<u>2006</u>	<u>17.5</u>	<u>913</u>
	<u>55.2</u>	<u>2409</u>

ENGINE MAINTENANCE WORKSHEET - SBC

DATE: 12-10-06
 HOBBS: _____

HOT LASH SETTING: 0.018" - I / 0.018" - E
 COLD LASH SETTING: 0.015" - I / 0.011" - E

SBC firing order: 1-8-4-3-6-5-7-2

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#1 - E	_____	_____	_____
#1 - I	_____	_____	_____
#3 - I	_____	_____	_____
#3 - E	_____	_____	_____
#5 - E	_____	_____	_____
#5 - I	_____	_____	_____
#7 - I	_____	_____	_____
#7 - E	_____	_____	_____

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#2 - E	_____	_____	_____
#2 - I	_____	_____	_____
#4 - I	_____	_____	_____
#4 - E	_____	_____	_____
#6 - E	_____	_____	_____
#6 - I	_____	_____	_____
#8 - I	_____	_____	_____
#8 - E	_____	_____	_____

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#1	<u>1</u>	<u>180</u>
#3	<u>2</u>	<u>175</u>
#5	<u>2</u>	<u>180</u>
#7	<u>2</u>	<u>175</u>

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#2	<u>2</u>	<u>185</u>
#4	<u>1</u>	<u>185</u>
#6	<u>1</u>	<u>185</u>
#8	<u>0</u>	<u>180</u>

NOTES: ALL MEASUREMENTS TAKEN COLD
TOTAL TIME ON ENGINE = 8.5 HOURS
TOTAL MILEAGE = 332 MILES
SPARK PLUG ⇒ CHAMPION CS9CX

