

## ENGINE MAINTENANCE WORKSHEET - SBF

DATE: 2-19-09  
 HOBBS: \_\_\_\_\_

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>1%</u>	<u>180</u>
#6	<u>0%</u>	<u>190</u>
#7	<u>0%</u>	<u>200</u>
#8	<u>0%</u>	<u>195</u>

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#1	<u>3%</u>	<u>165</u>
#2	<u>1%</u>	<u>170</u>
#3	<u>4%</u>	<u>180</u>
#4	<u>3%</u>	<u>175</u>

NOTES: \* ALL MEASUREMENTS TAKEN HOT / LASHED VALVES HOT  
\* RAN ENGINE ON DYNO @ L&B AFTER CHANGING  
VALVE SPRINGS. MADE (4) POLLS → 1 HOUR  
629 HP @ 7400 RPM



# MOBILE OIL ANALYSIS REPORT

CONTAMINATION  
WEAR  
OIL CONDITION

NORMAL
NORMAL
NORMAL

11 - Front Gasoline Engine

Make : FORD  
 Unit Model : THUNDERBIRD  
 Comp Make : FORD  
 Comp Model : 351 SV0  
 Serial No : JT012  
 Cust. Ref No. : {n/a}  
 Stub No. : WC-M1104667  
 Date Rec'd : Mar 9, 2009  
 Sample Date : Feb 19, 2009  
 Diagnostician : Doug Bogart

## RECOMMENDATION

Resample at the next service interval to monitor.

Sample Date	12/02/07	06/15/08	09/28/08	Current	UOM
Time on Unit	10.3	15.8	18.1	19.1	hrs
Time on Oil	5	5.5	2.3	1	hrs
Time on Fltr	5	5.5	2.3	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	12/02/07	06/15/08	09/28/08	Current	Abn
Silicon	4.4	7.1	0.0	4.3	
Potassium	0.0	0.9	2.3	0.0	
Sodium	3.8	246	303	68	
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	11	9	9	10	
Nitration	5	3	5	5	

## WEAR

All component wear rates are normal.

Sample Date	12/02/07	06/15/08	09/28/08	Current	Abn
Iron	16	11	17	13	---
Nickel	0.2	0.5	0.5	1.2	---
Chromium	1.1	1.2	0.8	0.7	---
Titanium	8.9	9.0	8.0	5.1	---
Copper	4.3	4.3	3.4	1.3	---
Aluminum	13	8.8	7.7	4.2	---
Tin	0.0	0.2	0.0	0.0	---
Lead	1205	1579	892	393	---
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	12/02/07	06/15/08	09/28/08	Current	Base
Boron	13	0.0	4.6	11	105
Barium	0.5	0.0	0.3	0.0	0.2
Calcium	1496	1667	1478	2380	1602
Magnesium	23	13	3.2	18	437
Molybdenum	7.8	2.7	4.5	3.1	0.2
Sodium	3.8	246	303	68	0.0
Phosphorus	775	849	630	789	703
Sulfur	2334	2779	2390	4011	4003
Zinc	658	795	745	822	768
Visc@40°C	---	---	---	---	175
Visc@100°C	16.46	17.9	17.57	18.79	20.4
Oxidation	11	7	7	11	---



## Transmission Dyno Form

Customer Name: JOHN ORZECZOWSKI Series: \_\_\_\_\_ Car # \_\_\_\_\_

Transmission Type: GSR GF4A Other: Jerico Ser. # DAT075

Dyno Operator: D. ALLRED Date: 2-27-09

Transmission Ratio's: 1<sup>st</sup> 1.72<sup>2</sup> 2<sup>nd</sup> 1.28<sup>6</sup> 3<sup>rd</sup> 1.0 4<sup>th</sup> .88<sup>5</sup>

\* OVERDRIVE TRANNY

### Dyno Input HP with Load

1<sup>st</sup> @ 1000 RPM's 0.47

@ 9000-RPM's 6.36  
7000

2<sup>nd</sup> @ 1000 RPM's 0.63

@ 9000-RPM's 7.98  
7000

3<sup>rd</sup> @ 1000 RPM's 0.75

@ 9000 RPM's 9.54  
7000

4<sup>th</sup> @ 1000 RPM's 0.88

@ 9000 RPM's 10.36  
7000

### Dyno Input HP without Load

1<sup>st</sup> @ 9000 RPM's 2.75  
7000

2<sup>nd</sup> @ 9000-RPM's 2.97  
7000

3<sup>rd</sup> @ 9000 RPM's 3.18  
7000

4<sup>th</sup> @ 9000 RPM's 3.30  
7000

Pump Installed:  Yes  No GPM \_\_\_\_\_ @ 9000

Reverse Test  Yes  No **\*\*NO LOAD\*\***

Notes: MAX TEMPS after 15 minute dyno cycle - 126° - 131° - 128°

- NO LEAKS, VIBRATIONS

- SHIFTS OKAY.

\*\*\*\*\* All Transmissions to be run at 3500 RPM's for 10 Minutes prior to making Dyno Test Runs \*\*\*\*\*

## ENGINE MAINTENANCE WORKSHEET - SBC

DATE: 5-9-09  
 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>190</u>
#3	<u>1%</u>	<u>190</u>
#5	<u>2%</u>	<u>195</u>
#7	<u>3%</u>	<u>185</u>

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#2	<u>2%</u>	<u>195</u>
#4	<u>2%</u>	<u>198</u>
#6	<u>1%</u>	<u>196</u>
#8	<u>2%</u>	<u>192</u>

NOTES: \* ALL MEASUREMENTS TAKEN HOT / LASHED VALVES HOT  
\* #5 EXHAUST LASH GOT TIGHTER ± 0.002"  
\* RAN ENGINE ON DYNO @ L&B AFTER CHANGING  
VALVE SPRINGS, LIFTERS, TENSION BELT, AND  
FRONT COVER SEALS, MADE (4) POLLS → 1 HOUR  
628 HP @ 7300 RPM 504 lb-ft @ 5800



# MOBILE OIL ANALYSIS REPORT

CONTAMINATION  
WEAR  
OIL CONDITION

**ABNORMAL**  
**ABNORMAL**  
**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-M1165539

Date Rec'd : May 27, 2009  
 Sample Date : May 9, 2009  
 Diagnostician : Don Baldrige

## RECOMMENDATION

We advise that you check for possible coolant leak. Oil and filter change at the time of sampling has been noted. We recommend an early resample to monitor this condition.

Sample Date	05/04/08	10/19/08	12/07/08	Current	UOM
Time on Unit	20	21.5	24	25	hrs
Time on Oil	2	1.5	2.5	1	hrs
Time on Fltr	2	1.5	2.5	1	hrs
Oil Maint.	changed	changed	changed	changed	---
Filter Maint.	changed	changed	changed	changed	---

## CONTAMINATION

Sodium and/or potassium levels remain high indicating a possible coolant leak.

Sample Date	05/04/08	10/19/08	12/07/08	Current	Abn
Silicon	2.7	3.1	3.9	7.3	
Potassium	0.0	1.7	0.0	0.0	
Sodium	171	256	384	146	
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	5	7	9	6	
Nitration	3	3	5	2	

## WEAR

The lead level is abnormal. All other component wear rates are mal.

Sample Date	05/04/08	10/19/08	12/07/08	Current	Abn
Iron	7.3	7.8	6.6	16	---
Nickel	0.9	0.4	0.7	0.0	---
Chromium	0.5	0.4	0.6	0.4	---
Titanium	8.3	6.1	11	0.0	---
Copper	3.2	2.6	5.9	0.6	---
Aluminum	4.3	4.4	5.2	4.5	---
Tin	0.0	0.3	0.0	0.0	---
Lead	677	438	811	160	---
Silver	0.0	0.0	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	05/04/08	10/19/08	12/07/08	Current	Base
Boron	6.3	1.7	1.4	8.1	
Barium	0.0	0.0	0.4	0.0	
Calcium	1338	1217	1556	1614	
Magnesium	15	1.6	5.6	9.5	
Molybdenum	1.2	9.7	6.3	0.6	
Sodium	171	256	384	146	
Phosphorus	632	563	824	646	
Sulfur	2484	1962	2807	2418	
Zinc	588	622	864	720	
Visc@40°C	---	---	---	---	
Visc@100°C	17.32	15.67	16.62	16.36	
Oxidation	7	7	9	5	---

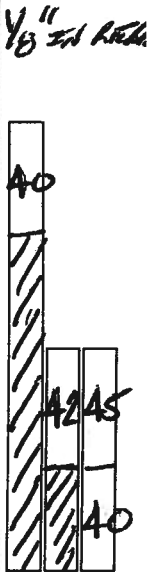
# CHASSIS SETUP SHEET

DATE: 6-1-09  
 CAR: BNS MONTE CARLO #69  
 TRACK: VIR

<u>LF</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>HOOSIER HSC</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>650</u>
Anti-Dive & Slugs:	<u>0.5" (0-0)</u>
Camber & Shims:	<u>-2 3/4" (1/4 + 1/8)</u>
Caster & Slugs:	<u>+5 1/4" (0-0)</u>
Ride Height:	<u>5 3/8"</u>
Upper A-Arm Angle:	<u>20.2°</u>
Wheel Spacers:	<u>1/8"</u>

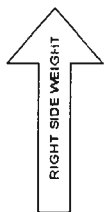
<u>RF</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>HOOSIER HSC</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>650</u>
Anti-Dive & Slugs:	<u>0.5" (0-0)</u>
Camber & Shims:	<u>-2 3/4" (1/4)</u>
Caster & Slugs:	<u>+5 1/4" (3/8 - 3/8)</u>
Ride Height:	<u>5 3/8"</u>
Upper A-Arm Angle:	<u>19.9°</u>
Wheel Spacers:	<u>1/4 + 1/8</u>

Front Valence Height: LF= 4" RF= 4 1/8"  
 Front / Rear Brake Bias: FRONT: \_\_\_\_\_ REAR: \_\_\_\_\_  
 Front Toe-Out: 3/16"  
 Front Sway Bar: 1 3/16" HOLLOW / NEUTRAL  
 Rear Sway Bar: 0.900 SOLID / NEUTRAL  
 Rear End Ratio: 3.75:1  
 Rear Pinion Angle: 3.5° Down SHIM: ~2.0°  
 Track Bar Height: LR= 10 3/4" RR= 10 3/4"  
 Fuel Level: FULL



<u>LR</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>HOOSIER HSC</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>375</u>
Camber:	<u>-0.50</u>
Ride Height:	<u>6 1/4"</u>
Trailing Arm Angle:	<u>0.8° ↑ REAR</u>
Wheel Spacers:	<u>1/4 + 1/8</u>

<u>RR</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>HOOSIER HSC</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>375</u>
Camber:	<u>-0.50</u>
Ride Height:	<u>6 3/8"</u>
Trailing Arm Angle:	<u>0.6° ↑ REAR</u>
Wheel Spacers:	<u>1/4 + 1/8</u>



w/DRIVER @ 230

LF Weight: 848      RF Weight: 905  
 LR Weight: 835      RR Weight: 879

Cross Weight (LF+RR): 1727      Right-Side Weight (RF+RR): 1784  
 Front Weight (LF+RF): 1753      TOTAL (LF+RF+LR+RR): 3467

50.5%
49.5%
51.4%

- NOTES: \* TOTAL TIME ON ENGINE = 25.5 HOURS  
 \* CHANGED OIL & FILTER (HP6A) - 13 QUARTS + 5TP  
 \* INSTALLED ENGINE  
 \* CHANGED REAR & INSTALLED RR AXLE SEALS  
 \* BLED ALL (4) WHEELS w/ MIZUMOTO VAL

Track/Event: VIR / Heacock Classic Gold Cup #69

Date: 6/6/09 Time: 11:40 a.m. Practice

Weather & Conditions: 71°F 72% R+I Cloudy, <sup>some sun</sup> ~~Overcast~~, Breezy

### Lap Times:

- |   |                                 |
|---|---------------------------------|
| 1) <u>2</u> (m) <u>34</u> . <u>21</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>05</u> . <u>73</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>05</u> . <u>11</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>04</u> . <u>89</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>04</u> . <u>02</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>04</u> . <u>36</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>04</u> . <u>46</u> (s) | 17) _____ (m) _____ . _____ (s) |
| 8) <u>2</u> (m) <u>52</u> . <u>27</u> (s) | 18) _____ (m) _____ . _____ (s) |
| 9) _____ (m) _____ . _____ (s)            | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s)           | 20) _____ (m) _____ . _____ (s) |

### LEFT FRONT

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

Cold: 21 (psi) Hot: 29 (psi)

### RIGHT FRONT

Inside	Middle	Outside
<u>138</u> °F	<u>130</u> °F	<u>122</u> °F

Cold: 21 (psi) Hot: 29 (psi)

### LEFT REAR

Outside	Middle	Inside
<u>127</u> °F	<u>124</u> °F	<u>119</u> °F

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

### RIGHT REAR

Inside	Middle	Outside
<u>119</u> °F	<u>121</u> °F	<del>132</del> <u>132</u> °F

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

Notes: Prior to start: car fully fueled

Driver Comments: Car feels good overall; need to check the front brake rotors; may need to change chip from 7500 to 7900 as hitting rev limiter on back straightaway; running out of gear

Prior to start Tire Set 2 had 2 heat cycles

Total Elapsed Time: 17:55:05

HOBBS START: \_\_\_\_\_

HOBBS STOP: \_\_\_\_\_

MILES: 26

ENGINE OIL TEMP: 195

ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 267 / 290

BRAKE ROTOR TEMP (LR/RR): 206 / 191



# 2009 Heacock Classic Gold Cup Races Stock Car QR Grid

SVRA - Virginia International Raceway - 3.27 miles  
June 5-7, 2009



Pos	Veh#	Class	Name	City,State	Yr.	Model	Disp.	BestTime	Laps
1	98	SC1	Dale Phelon	Delray Beach, FL	06	Ford Fusion NASCA	358cid	01:57.225	1
2	20	SC1	Robert Mitten	Plantation, FL	06	Chev. Monte Carlo N	358cid	01:59.039	1
3	49	SC1	Jack Finch	Thomasville, NC	06	Dodge Charger	358cid	01:59.586	1
4	69	SC2	John Orzechowski	Frederick, MD	00	Chev. Monte Carlo N	358cid	02:04.120	1
5	74	SC2	Larry Hoopaugh	Charlotte, NC	00	Chev. Monte Carlo A	3400	02:05.137	1
6	6	SC2	Bill Bradford	Huntersville, NC	85	Ford T-Bird NASCAR	3400	02:14.924	1

Fastest lap: 01:57.225 by veh# 98 D. Phelon  
Margin:

Notes:

Chief of T&S: Neil Harmon

Signed: \_\_\_\_\_

Date: \_\_\_\_\_



Track/Event: VIR/Heacock Classic Gold Cup #69  
 Date: 6/6/09 Time: 4:05 p.m. 5:30pm Race #1  
 Weather & Conditions: 82°F 54% RH Sunny Some Clouds Hot

Lap Times:

- |  |                                 |
|--|---------------------------------|
| 1) <u>3</u> (m) <u>32</u> . <u>46</u> (s)    | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>06</u> . <u>83</u> (s)    | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>03</u> . <u>53</u> (s)    | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>02</u> . <u>47</u> (s)    | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>02</u> . <u>88</u> (s)    | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>02</u> . <u>79</u> (s) WF | 16) _____ (m) _____ . _____ (s) |
| 7) <u>2</u> (m) <u>02</u> . <u>38</u> (s) CF | 17) _____ (m) _____ . _____ (s) |
| 8) <u>5</u> (m) <u>00</u> . <u>00</u> (s)    | 18) _____ (m) _____ . _____ (s) |
| 9) _____ (m) _____ . _____ (s)               | 19) _____ (m) _____ . _____ (s) |
| 10) _____ (m) _____ . _____ (s)              | 20) _____ (m) _____ . _____ (s) |

LEFT FRONT

Outside	Middle	Inside
<u>160</u> °F	<u>165</u> °F	<u>165</u> °F

Cold: 21 (psi) Hot: 29 (psi)

RIGHT FRONT

Inside	Middle	Outside
<u>150</u> °F	<u>145</u> °F	<u>138</u> °F

Cold: 21 (psi) Hot: 30 (psi)

LEFT REAR

Outside	Middle	Inside
<u>156</u> °F	<u>153</u> °F	<u>153</u> °F

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

RIGHT REAR

Inside	Middle	Outside
<u>151</u> °F	<u>150</u> °F	<u>149</u> °F

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

Notes: Prior to session: Added ~7 gallons of fuel; ck'd front brake rotors - OK  
changed chip from 7500 to 7900  
Driver wore 2B Cool Shirt & Boxers

Prior to start Tire Set 2 had 3 heat cycles

Total Elapsed Time: 20:07:17

HOBBS START: \_\_\_\_\_  
 HOBBS STOP: \_\_\_\_\_

MILES: 26

ENGINE OIL TEMP: 250  
 ENGINE WATER TEMP: 185

BRAKE ROTOR TEMP (LF/RF): 374 / 368  
 BRAKE ROTOR TEMP (LR/RR): 239 / 238



# 2009 Heacock Classic Gold Cup Races

## Qualifying Race Results For Stock Car

SVRA - Virginia International Raceway - 3.27 miles  
June 5-7, 2009



Pos	CPo	Veh#	Class	Name	City,State	Yr.	Model	Disp.	BestTime	BestLa	Laps
1	1	98	SC1	Dale Phelon	Delray Beach, FL	06	Ford Fusion NASCAR	358cid	01:58.438	2	6
2	2	44	SC1	Maurice Hull	High Point, NC	05	Dodge Charger	358cid	01:59.498	6	6
3	3	49	SC1	Jack Finch	Thomasville, NC	08	Dodge Charger	358cid	01:59.680	3	6
4	4	20	SC1	Robert Mitten	Plantation, FL	06	Chev. Monte Carlo NASC	358cid	01:59.965	4	6
5	1	74	SC2	Larry Hoopaugh	Charlotte, NC	00	Chev. Monte Carlo ARCA	3400	02:02.278	6	6
6	2	69	SC2	John Orzechowski	Frederick, MD	00	Chev. Monte Carlo NASC	358cid	02:02.433	6	6
7	3	6	SC2	Bill Bradford	Huntersville, NC	85	Ford T-Bird NASCAR	358cid	02:16.381	6	6

Fastest lap: 01:58.438 by veh# 98 D. Phelon at an average speed of 99.38 MPH Overall average speed: 98.90 MPH  
Margin of victory: 00:07.797

Notes:

Chief of T&S: Neil Harmon

Signed:

Date:

*Neil Harmon*

Track/Event: VIR/ Heacock Classic Gold Cup # 69  
 Date: 6/7/09 Time: 9:30 am. "Warmup-Hardship"  
 Weather & Conditions: 70°F 68% RH Sunny & Hot

Lap Times:

- |   |                                 |
|---|---------------------------------|
| 1) <u>2</u> (m) <u>51</u> . <u>79</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>06</u> . <u>64</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>08</u> . <u>09</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>09</u> . <u>64</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>09</u> . <u>33</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>3</u> (m) <u>34</u> . <u>32</u> (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) |

LEFT FRONT

Outside <u>122</u> °F	Middle <u>127</u> °F	Inside <u>125</u> °F
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Cold: 21 (psi) Hot: 28 (psi)

RIGHT FRONT

Inside <u>119</u> °F	Middle <u>117</u> °F	Outside <u>106</u> °F
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Cold: 21 (psi) Hot: 27 (psi)

LEFT REAR

Outside <u>124</u> °F	Middle <u>123</u> °F	Inside <u>126</u> °F
--------------------------	-------------------------	-------------------------

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

RIGHT REAR

Inside <u>118</u> °F	Middle <u>113</u> °F	Outside <u>114</u> °F
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Cold: 19 (psi) Hot: 24 (psi)

Notes: Prior to start: Added ~6 gallons of fuel; Driver did not wear 2BCool clothes

Total Elapsed Time: 14:59:81

HOBBS START: \_\_\_\_\_  
 HOBBS STOP: \_\_\_\_\_

Prior to start Tire Set 2 had 4 heat cycles

MILES: 20

ENGINE OIL TEMP: 190  
 ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 236 / 240  
 BRAKE ROTOR TEMP (LR/RR): 180 / 179

Track/Event: VIR/Heacock Classic Gold Cup #69  
 Date: 6/7/09 Time: 4:30 p.m. ~~Enduro~~ 12 Lap Race  
 Weather & Conditions: 85°F 44% RH Sunny & Very Hot!!!

**Lap Times:**

Pace 1)	<u>4</u> (m) <u>08</u> . <u>65</u> (s)	10 11)	<u>2</u> (m) <u>04</u> . <u>25</u> (s)
1 2)	<u>2</u> (m) <u>09</u> . <u>54</u> (s)	11 12)	<u>2</u> (m) <u>04</u> . <u>46</u> (s)
2 3)	<u>2</u> (m) <u>04</u> . <u>63</u> (s)	12 13)	<u>2</u> (m) <u>04</u> . <u>79</u> (s)
3 4)	<u>2</u> (m) <u>04</u> . <u>64</u> (s)	Cool 14)	<u>4</u> (m) <u>03</u> . <u>17</u> (s)
4 5)	<u>2</u> (m) <u>05</u> . <u>63</u> (s)	15)	___ (m) ___ . ___ (s)
5 6)	<u>2</u> (m) <u>02</u> . <u>50</u> (s)	16)	___ (m) ___ . ___ (s)
6 7)	<u>2</u> (m) <u>04</u> . <u>25</u> (s)	17)	___ (m) ___ . ___ (s)
7 8)	<u>2</u> (m) <u>02</u> . <u>95</u> (s)	18)	___ (m) ___ . ___ (s)
8 9)	<u>2</u> (m) <u>04</u> . <u>30</u> (s)	19)	___ (m) ___ . ___ (s)
9 10)	<u>2</u> (m) <u>03</u> . <u>35</u> (s)	20)	___ (m) ___ . ___ (s)

**LEFT FRONT**

Outside	Middle	Inside
<u>146</u> °F	<u>143</u> °F	<u>150</u> °F

Cold: 21 (psi) Hot: 27 (psi)

**RIGHT FRONT**

Inside	Middle	Outside
<u>135</u> °F	<u>135</u> °F	<u>143</u> °F

Cold: 21 (psi) Hot: 29 (psi)

**LEFT REAR**

Outside	Middle	Inside
<u>146</u> °F	<u>143</u> °F	<u>150</u> °F

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

**RIGHT REAR**

Inside	Middle	Outside
<u>152</u> °F	<u>149</u> °F	<u>154</u> °F

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

**Notes:** Prior to session: Added ~3.5 gallons of fuel; changed from Tire Set 2 to Tire Set 5 - NO JOHN O heat cycles on these tires; Enduro changed to 12 Lap Race & combined w/another class due to lack of stock cars  
Placed 1<sup>st</sup> in class

Total Elapsed Time: 34 mins

HOBBS START: \_\_\_\_\_  
 HOBBS STOP: \_\_\_\_\_

MILES: 46

ENGINE OIL TEMP: 215  
 ENGINE WATER TEMP: 190

TOTAL TIME OIL & FICHAL = 2.0  
TOTAL TIME = 1.5  
TOTAL MILES = 118

BRAKE ROTOR TEMP (LF/RF): 304 / 316  
 BRAKE ROTOR TEMP (LR/RR): 248 / 225



# 2009 Heacock Classic Gold Cup Races Feature Race Results For Group 10 & Stock Car

SVRA - Virginia International Raceway - 3.27 miles  
June 5-7, 2009



Pos	CPo	Veh#	Class	Name	City,State	Yr.	Model	Disp.	BestTime	BestLa	Laps
1	1	44	SC1	Maurice Hull	High Point, NC	05	Dodge Charger	358cid	01:59.673	9	12
2	2	20	SC1	Robert Mitten	Plantation, FL	06	Chev. Monte Carlo NASC	358cid	01:59.345	6	12
3	3	49	SC1	Jack Finch	Thomasville, NC	06	Dodge Charger	358cid	01:59.795	9	12
4	1	115	10GTL	Doug Richmond	Newark, DE	85	Ford Mustang T/A	330cid	01:57.792	9	12
5	1	99	10AAGT	Phil Curran	Gainesville, FL	74	Dodge Challenger	572cid	02:00.993	5	12
6	1	69	SC2	John Orzechowski	Frederick, MD	00	Chev. Monte Carlo NASC	358cid	02:03.387	9	12
7	1	06	10AP	Larry Rushin	Raleigh, NC	97	Chev. Corvette C5	358cid	02:10.497	3	11
8	2	6	SC2	Bill Bradford	Huntersville, NC	85	Ford T-Bird NASCAR	358cid	02:19.118	2	10
9	4	74	SC1	Larry Hoopaugh	Charlotte, NC	00	Chev. Monte Carlo ARCA	3400	02:04.229	4	6
DNF	DNF	90	10GTL	Jeff Bernatovich	Brewerton, NY	90	Chev. Corvette cpe	358cid	02:01.974	2	4

Fastest lap: 01:57.792 by veh# 115 D. Richmond at an average speed of 99.92 MPH Overall average speed: 97.33 MPH  
Margin of victory: 00:00.897

Notes: Optima Battery Award: Phil Curran

Chief of T&S: Neil Harmon

Signed:

*Neil Harmon*

Date:

Track/Event: Watkins Glen/HSR Qualifying #11

Date: 6/12/2009 Time: 2:00p.m.

Weather & Conditions: Cloudy, Overcast & Cool 65°F 74%RH  
Sun came out on Lap 5 (start)

### Lap Times:

- |   |  |
|---|--|
| 1) <u>2</u> (m) <u>49</u> . <u>50</u> (s)                                   | 11) <u>2</u> (m) <u>44</u> . <u>69</u> (s) |
| 2) <u>1</u> (m) <u>42</u> . <u>34</u> (s) <i>on pit road<br/>bed rotors</i> | 12) ___ (m) ___ . ___ (s)                  |
| 3) <u>2</u> (m) <u>24</u> . <u>25</u> (s)                                   | 13) ___ (m) ___ . ___ (s)                  |
| 4) <u>2</u> (m) <u>10</u> . <u>67</u> (s)                                   | 14) ___ (m) ___ . ___ (s)                  |
| 5) <u>2</u> (m) <u>08</u> . <u>08</u> (s)                                   | 15) ___ (m) ___ . ___ (s)                  |
| 6) <u>2</u> (m) <u>06</u> . <u>75</u> (s)                                   | 16) ___ (m) ___ . ___ (s)                  |
| 7) <u>2</u> (m) <u>06</u> . <u>87</u> (s)                                   | 17) ___ (m) ___ . ___ (s)                  |
| 8) <u>2</u> (m) <u>05</u> . <u>52</u> (s)                                   | 18) ___ (m) ___ . ___ (s)                  |
| 9) <u>2</u> (m) <u>05</u> . <u>67</u> (s)                                   | 19) ___ (m) ___ . ___ (s)                  |
| 10) <u>2</u> (m) <u>04</u> . <u>75</u> (s)                                  | 20) ___ (m) ___ . ___ (s)                  |

### LEFT FRONT

Outside <u>141</u> <del>141</del> °F	Middle <u>135</u> °F	Inside <u>129</u> <del>129</del> °F
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Cold: 21 (psi) Hot: 34 (psi)

### RIGHT FRONT

Inside <u>127</u> °F	Middle <u>123</u> °F	Outside <u>124</u> °F
-------------------------	-------------------------	--------------------------

Cold: 21 (psi) Hot: 32 (psi)

### LEFT REAR

Outside <u>147</u> °F	Middle <u>141</u> °F	Inside <u>139</u> °F
--------------------------	-------------------------	-------------------------

Cold: 19 (psi) Hot: 28 (psi)

### RIGHT REAR

Inside <u>137</u> °F	Middle <u>133</u> °F	Outside <u>126</u> °F
-------------------------	-------------------------	--------------------------

Cold: 19 (psi) Hot: ~~25~~ 28 (psi)

Notes: prior to session: Car fully fueled

Rotors need to be bed - Driver will run 1-2 laps then pit, rest & resume

After Session: Per driver secondary throttle kept sticking open; recommend change on front tire pressure

Tire Set 4 - 1st Heat Cycle

Total Elapsed Time: 21:39:59

HOBBS START: 92.3

HOBBS STOP: 92.9

MILES: 37

ENGINE OIL TEMP: 215

ENGINE WATER TEMP: 180

BRAKE ROTOR TEMP (LF/RF): 511 / 414

BRAKE ROTOR TEMP (LR/RR): 247 / ~~28~~ 251



2009 Watkins Glen

Sorted on Best Lap time

Group 8 - Historic Stock Cars

Watkins Glen Int'l 3.270 Miles

Qualifying 1

6/12/2009 02:00 PM

Qualify



Pos	No.	Class	Name	Best Tm	Model/Engine	Hometown	Laps
1	5	A	Eric Lux	1:55.508	'97 Monte Carlo, 5867"	"Jacksonville, FL"	5
2	20	SA	Robert Mitten	1:55.991	'06 Monte Carlo, 5927"	"Plantation, FL"	7
3	2	A	Donald Soenen	1:57.834	'98 Taurus, 5927"	"Saline, MI"	2
4	77	SA	Ed Bull	2:00.343	'07 Fusion, 5927"	"Chapin, SC"	8
5	11	B	John Orzechowski	2:05.691	'97 Thunderbird, 5927"	"Frederick, MD"	7
6	6	A	Tim Rubright	2:13.044	'97 Thunderbird, 5800"	"Kutztown, PA"	5
7	71	Classic	Bob Tyo, Jr.	2:14.875	'83 Cullass, 5800"	"Rochester, NY"	6
8	120	B	Tom Carson	2:20.360	'91 Lumina, 5811"	"Lutherville, MD"	7



# MOBILE OIL ANALYSIS REPORT

CONTAMINATION  
WEAR  
OIL CONDITION

ATTENTION  
ABNORMAL  
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-M1165538

Date Rec'd : Jun 30, 2009  
Sample Date : Jun 7, 2009  
Diagnostician : Jonathan Hester

## RECOMMENDATION

Oil and filter change at the time of sampling has been noted.  
Resample at the next service interval to monitor.

Sample Date	10/19/08	12/07/08	05/09/09	Current	UOM
Time on Unit	21.5	24	25	27	hrs
Time on Oil	1.5	2.5	1	2	hrs
Time on Fltr	1.5	2.5	1	2	hrs
Oil Maint.	changed	changed	changed	changed	---
Filter Maint.	changed	changed	changed	changed	---

## CONTAMINATION

Elemental level of sodium (Na) indicates a possible cooling water leak

Sample Date	10/19/08	12/07/08	05/09/09	Current	Abn
Silicon	3.1	3.9	7.3	11	
Potassium	1.7	0.0	0.0	0.0	
Sodium	256	384	146	365	
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	7	9	6	5	
Nitration	3	5	2	3	

## WEAR

Lead level is abnormal. All other component wear rates are normal.

Sample Date	10/19/08	12/07/08	05/09/09	Current	Abn
Iron	7.8	6.6	16	9.4	---
Nickel	0.4	0.7	0.0	0.4	---
Chromium	0.4	0.6	0.4	0.8	---
Titanium	6.1	11	0.0	10	---
Copper	2.6	5.9	0.6	5.6	---
Aluminum	4.4	5.2	4.5	7.9	---
Tin	0.3	0.0	0.0	0.0	---
Lead	438	811	160	680	---
Silver	0.0	0.0	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	10/19/08	12/07/08	05/09/09	Current	Base
Boron	1.7	1.4	8.1	1.5	
Barium	0.0	0.4	0.0	0.0	
Calcium	1217	1556	1614	1490	
Magnesium	1.6	5.6	9.5	6.5	
Molybdenum	9.7	6.3	0.6	2.2	
Sodium	256	384	146	365	
Phosphorus	563	824	646	761	
Sulfur	1962	2807	2418	2762	
Zinc	622	864	720	774	
Visc@40°C	---	---	---	---	
Visc@100°C	15.67	16.62	16.36	17.1	
Oxidation	7	9	5	6	---



# CHASSIS SETUP SHEET

DATE: 6-1-09  
 CAR: BGN THUNDERBOLT #99  
 TRACK: WATKINS GLEN

<b>LF</b>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>HOOSIER HSE</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>800</u>
Anti-Dive & Slugs:	<u>0° (0-0)</u>
Camber & Shims:	<u>-2 5/8° 1/4 + 1/8 + 1/8</u>
Caster & Slugs:	<u>+6.0° (1/8 - 1/8) 20° SWZJG</u>
Ride Height:	<u>5 3/8"</u>
Upper A-Arm Angle:	<u>20.2°</u>
Wheel Spacers:	<u>1/8"</u>

<b>RF</b>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>HOOSIER HSE</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>800</u>
Anti-Dive & Slugs:	<u>0° (0-0)</u>
Camber & Shims:	<u>-2 1/4° 1/4 + 1/8 + 1/8</u>
Caster & Slugs:	<u>+6.0° (3/16 - 3/16) 20° SWZJG</u>
Ride Height:	<u>6"</u>
Upper A-Arm Angle:	<u>18.3°</u>
Wheel Spacers:	<u>1/8"</u>

Front Valence Height:	LF= <u>4"</u>	RF= <u>4 1/8"</u>
Front / Rear Brake Bias:	FRONT: <u>550</u>	REAR: <u>500</u>
Front Toe-Out:	<u>1/8"</u>	
Front Sway Bar:	<u>1 1/8"</u>	HOLLOW / NEUTRAL
Rear Sway Bar:	<u>5/8"</u>	SOLID / NEUTRAL
Rear End Ratio:	<u>4.22:1</u>	
Rear Pinion Angle:	<u>3.1° Down</u>	SHIM: <u>2.0°</u>
Track Bar Height:	LR= <u>10 3/8"</u>	RR= <u>10 3/8"</u>
Fuel Level:	<u>FULL</u>	

<b>LR</b>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>HOOSIER HSE</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>300</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>6 1/4"</u>
Trailing Arm Angle:	<u>0.9° ↑ REAR</u>
Wheel Spacers:	<u>1/8"</u>

<b>RR</b>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>HOOSIER HSE</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>300</u>
Camber:	<u>-1.5°</u>
Ride Height:	<u>7"</u>
Trailing Arm Angle:	<u>1.0° ↑ REAR</u>
Wheel Spacers:	<u>1/8"</u>

LF Weight:	<u>913</u>	↔ <u>50.64%</u> ↔	RF Weight:	<u>915</u>
LR Weight:	<u>893</u>	↔ <u>49.92%</u> ↔	RR Weight:	<u>889</u>
Cross Weight (LF+RR):			Right-Side Weight (RF+RR):	
<u>1802</u>			<u>1804</u>	
Front Weight (LF+RF):			TOTAL (LF+RF+LR+RR):	
<u>1828</u>			<u>3610</u>	

NOTES: \* TOTAL WEIGHT w/ DRIVER = 3610  
 \* HOBS =  
 \* INSTALLED ENGINE REPAIRED 1ST GEAR IN TRANS  
 \* CHANGED OIL & FILTER  
 \* CHANGED FRONT BRAKE ROTORS  
 \* INSTALLED NEW SIMPSON SEAT BELTS  
 \* BLEBLED ALL (4) WHEELS w/ MIGHTY VAC

Track/Event: Watkins Glen/HSR Qualifying Race  
 Date: 6/13/2009 Time: 10:45 a.m. (late) # 11  
 Weather & Conditions: 70.1°F 59%RH Sunny & Hot

**Lap Times:**

- |                                  |                              |
|----------------------------------|------------------------------|
| 1) <u>2</u> (m) <u>15.69</u> (s) | 11) ____ (m) ____ . ____ (s) |
| 2) <u>2</u> (m) <u>07.23</u> (s) | 12) ____ (m) ____ . ____ (s) |
| 3) <u>2</u> (m) <u>05.47</u> (s) | 13) ____ (m) ____ . ____ (s) |
| 4) <u>2</u> (m) <u>05.39</u> (s) | 14) ____ (m) ____ . ____ (s) |
| 5) <u>2</u> (m) <u>04.77</u> (s) | 15) ____ (m) ____ . ____ (s) |
| 6) <u>2</u> (m) <u>04.73</u> (s) | 16) ____ (m) ____ . ____ (s) |
| 7) <u>2</u> (m) <u>05.77</u> (s) | 17) ____ (m) ____ . ____ (s) |
| 8) <u>2</u> (m) <u>53.98</u> (s) | 18) ____ (m) ____ . ____ (s) |
| 9) ____ (m) ____ . ____ (s)      | 19) ____ (m) ____ . ____ (s) |
| 10) ____ (m) ____ . ____ (s)     | 20) ____ (m) ____ . ____ (s) |

**LEFT FRONT**

Outside <u>156</u> °F	Middle <u>150</u> °F	Inside <u>164</u> °F
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Cold: 20 (psi) Hot: 31 (psi)

**RIGHT FRONT**

Inside <u>135</u> °F	Middle <u>137</u> °F	Outside <u>130</u> °F
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Cold: 20 (psi) Hot: 31 (psi)

**LEFT REAR**

Outside <u>140</u> °F	Middle <u>142</u> °F	Inside <u>144</u> °F
--------------------------	-------------------------	-------------------------

Cold: 19 (psi) Hot: 27 (psi)

**RIGHT REAR**

Inside <u>136</u> °F	Middle <u>137</u> °F	Outside <u>133</u> °F
-------------------------	-------------------------	--------------------------

Cold: 19 (psi) Hot: 27 (psi)

**Notes:** Prior to session: Added 9.5 gallons of fuel; Repaired LF brake cooling hose; Lubed secondary throttle shaft; oil bath had to be changed as bath rounded by inaccurate drill action;  
 After session: per driver car ok

Total Elapsed Time: 17:43:03  
 HOBBS START: 92.9  
 HOBBS STOP: 93.4

MILES: 27

ENGINE OIL TEMP: 220  
 ENGINE WATER TEMP: 175

Tire Set 4: Heat Cycle 2

BRAKE ROTOR TEMP (LF/RF): 426/475  
 BRAKE ROTOR TEMP (LR/RR): 251/264

2009 Watkins Glen

Sorted on Best Lap time

Group 8 - Historic Stock Cars

Watkins Glen Int'l 3.270 Miles

Qualifying 2

6/13/2009 10:35 AM

Qualify

Pos	No.	Class	Name	Best Tm	Model/Engine	Hometown	Laps
1	5	A	Eric Lux	1:54.927	"97 Monte Carlo, 5867"	"Jacksonville, FL"	5
2	20	SA	Robert Mitten	1:56.128	"06 Monte Carlo, 5927"	"Plantation, FL"	6
3	2	A	Donald Soenen	1:58.764	"98 Taurus, 5927"	"Saline, MI"	3
4	77	SA	Ed Bull	2:01.813	"07 Fusion, 5927"	"Chapin, SC"	3
5	11	B	John Orzechowski	2:04.606	"97 Thunderbird, 5927"	"Frederick, MD"	6
6	6	A	Tim Rubright	2:10.960	"97 Thunderbird, 5800"	"Kutztown, PA"	6
7	71	Classic	Bob Tyo, Jr.	2:17.085	"83 Cutlass, 5800"	"Rochester, NY"	5
8	120	B	Tom Carson	2:21.728	"91 Lumina, 5811"	"Lutherville, MD"	6

Track/Event: Watkins Glen / HSR ~~Race~~ # 1 # 11

Date: 6/13/2009 Time: 1:20 p.m.

Weather & Conditions: 74.3°F 51% RH ~~Sunny~~ & Hot  
Overcast

### Lap Times:

- |   |                                 |
|---|---------------------------------|
| 1) <u>2</u> (m) <u>10</u> . <u>68</u> (s) | 11) _____ (m) _____ . _____ (s) |
| 2) <u>2</u> (m) <u>36</u> . <u>54</u> (s) | 12) _____ (m) _____ . _____ (s) |
| 3) <u>2</u> (m) <u>32</u> . <u>25</u> (s) | 13) _____ (m) _____ . _____ (s) |
| 4) <u>2</u> (m) <u>26</u> . <u>94</u> (s) | 14) _____ (m) _____ . _____ (s) |
| 5) <u>2</u> (m) <u>28</u> . <u>66</u> (s) | 15) _____ (m) _____ . _____ (s) |
| 6) <u>2</u> (m) <u>29</u> . <u>65</u> (s) | 16) _____ (m) _____ . _____ (s) |
| 7) <u>3</u> (m) <u>30</u> . <u>15</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>107</u> °F	<u>108</u> °F	<u>112</u> °F

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

### RIGHT FRONT

Inside	Middle	Outside
<u>124</u> °F	<u>112</u> °F	<u>105</u> °F

Cold: 20 (psi) Hot: 24 (psi)

### LEFT REAR

Outside	Middle	Inside
<u>116</u> °F	<u>118</u> °F	<u>119</u> °F

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

### RIGHT REAR

Inside	Middle	Outside
<u>107</u> °F	<u>108</u> °F	<u>106</u> °F

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

**Notes:** Prior to session: Added ~6 gallons of fuel; Track bar raised 1/4"; tightened up brake ducts; Track bar @ 1 1/2"

Total Elapsed Time: ~~19:00:06~~ 19:00:06

HOBBS START: 93.4  
HOBBS STOP: 93.8

MILES: 24

ENGINE OIL TEMP: 160  
ENGINE WATER TEMP: 160

BRAKE ROTOR TEMP (LF/RF): 266 / 278  
BRAKE ROTOR TEMP (LR/RR): 147 / 160

Tire Set 4 : Heat Cycle 3

Track/Event: Watkins Glen/HSR Enduro # 11

Date: 6/14/2009 Time: 10:00am

Weather & Conditions: 63.6°F 66%RH Sunny & Hot

Lap Times: 10:02 a.m.

- 1) 2 (m) 12.26 (s)
- 2) 2 (m) 08.70 (s)
- 3) 2 (m) 06.52 (s)
- 4) 2 (m) 06.86 (s)
- 5) 2 (m) 06.50 (s) *Ed Bull pulled away*
- 6) 2 (m) 06.00 (s) *11:59 Eric Lupton straight*
- 7) 2 (m) 05.81 (s) *12:46 John*
- 8) 2 (m) 05.73 (s)
- 9) 2 (m) 05.40 (s)
- 10) 2 (m) 05.35 (s)
- 11) 2 (m) 06.21 (s)
- 12) 2 (m) 05.39 (s) *Ed 24:49 John 25:20*
- 13) 2 (m) 05.50 (s) *Ed 26:47 John 27:26*
- 14) 2 (m) 05.86 (s)
- 15) 2 (m) 06.17 (s)
- 16) 2 (m) 06.25 (s)
- 17) 2 (m) 06.27 (s)
- 18) 2 (m) 06.50 (s)
- 19) 2 (m) 08.50 (s)
- 20) 2 (m) 10.10 (s)
- 21) 2 11.00 - *Checked flag*

*Tom Carson 13:53*

*Ed Bull pulled away  
11:59 Eric Lupton straight  
12:46 John*

LEFT FRONT

Outside	Middle	Inside
133 °F	131 °F	125 °F

Cold: 20 (psi) Hot: 31 (psi)

RIGHT FRONT <sup>22)</sup> 3:41:21

Inside	Middle	Outside
124 °F	123 °F	119 °F

Cold: 20 (psi) Hot: 29 (psi)

LEFT REAR

Outside	Middle	Inside
139 °F	141 °F	142 °F

Cold: 19 (psi) Hot: 27 (psi)

RIGHT REAR

Inside	Middle	Outside
139 °F	131 °F	129 °F

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

**Notes:** Prior to session: Added 4.5 gallons of fuel; repaired right rear drive plate, repacked right rear hub bearings, installed new outer axle seal & installed 2 new axles total length 59 3/4"

Tire Set 4 @ end of session heat cycle 4 completed

After Race: Per driver LF tire was starting to wear

Added 13 gallons of fuel but car not full (no more gas)

Total Elapsed Time: 48:08:09

HOBBS START: 93.8

HOBBS STOP: 94.9

MILES: 75

ENGINE OIL TEMP: 220

ENGINE WATER TEMP: 170

BRAKE ROTOR TEMP (LF/RF): 409/420

BRAKE ROTOR TEMP (LR/RR): 231/235

TOTAL TIME 0:21 & 1:11:21 = 2:1 TOTAL TIME = 2:1 TOTAL MILES = 163



2009 Watkins Glen

Sorted on Laps

Group B - Historic Stock Cars

Watkins Glen Int'l (3.270 Miles)

Feature Race 2

6/14/2009, 10:00 AM



Race

Pos	No.	Name	Class	Laps	Best Tm	Model/Engine	Hometown
1	20	Robert Mitten	SA	21	1:56.924	"06 Monte Carlo, 5927"	"Plantation, FL"
2	2	Donald Soenen	A	21	1:59.024	"98 Taurus, 5927"	"Saline, MI"
3	5	Eric Lux	A	20	1:55.311	"97 Monte Carlo, 5867"	"Jacksonville, FL"
4	11	John Orzechowski	B	20	2:05.349	"97 Thunderbird, 5927"	"Frederick, MD"
5	6	Tim Rubright	A	19	2:12.160	"97 Thunderbird, 5800"	"Kutztown, PA"
6	77	Ed Bull	SA	18	1:59.840	"07 Fusion, 5927"	"Chapin, SC"
7	71	Bob Tyo, Jr.	Classic	17	2:14.990	"83 Cutlass, 5800"	"Rochester, NY"
8	120	Tom Carson	B	6	2:18.567	"91 Lumina, 5811"	"Lutherville, MD"

Margin of Victory	Avg. Speed	Best Lap Tm	Best Spd	Best Lap by
+1:14.170	99.289	1:55.311	102.089	[5] Eric Lux

Printed: 6/14/2009 10:46:45 AM

Licensed to: Historic Sportscar Racing

of Timing & Scoring

Kim Hoxle

Orbits 2

www.amb-it.com  
www.mylaps.com



# MOBILE OIL ANALYSIS REPORT

CONTAMINATION  
WEAR  
OIL CONDITION

ATTENTION  
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-M1165540

Date Rec'd : Jun 30, 2009  
 Sample Date : Jun 14, 2009  
 Diagnostician : Jonathan Hester

### RECOMMENDATION

Oil and filter change at the time of sampling has been noted.  
Resample at the next service interval to monitor.

Sample Date	06/15/08	09/28/08	02/19/09	Current	UOM
Time on Unit	15.8	18.1	19.1	22.2	hrs
Time on Oil	5.5	2.3	1	3.1	hrs
Time on Fltr	5.5	2.3	1	3.1	hrs
Oil Maint.	changed	changed	changed	changed	---
Filter Maint.	changed	changed	changed	changed	---

### CONTAMINATION

Elemental level of sodium (Na) indicates a possible cooling water leak

Sample Date	06/15/08	09/28/08	02/19/09	Current	Abn
Silicon	7.1	0.0	4.3	4.2	
Potassium	0.9	2.3	0.0	0.0	
Sodium	246	303	68	335	
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	9	9	10	6	
Nitration	3	5	5	3	

### WEAR

component wear rates are normal.

Sample Date	06/15/08	09/28/08	02/19/09	Current	Abn
Iron	11	17	13	30	---
Nickel	0.5	0.5	1.2	0.7	---
Chromium	1.2	0.8	0.7	0.9	---
Titanium	9.0	8.0	5.1	11	---
Copper	4.3	3.4	1.3	4.6	---
Aluminum	8.8	7.7	4.2	8.1	---
Tin	0.2	0.0	0.0	0.3	---
Lead	1579	892	393	1075	---
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	06/15/08	09/28/08	02/19/09	Current	Base
Boron	0.0	4.6	11	1.1	105
Barium	0.0	0.3	0.0	0.5	0.2
Calcium	1667	1478	2380	1467	1602
Magnesium	13	3.2	18	6.5	437
Molybdenum	2.7	4.5	3.1	1.4	0.2
Sodium	246	303	68	335	0.0
Phosphorus	849	630	789	771	703
Sulfur	2779	2390	4011	2723	4003
Zinc	795	745	822	763	768
Visc@40°C	---	---	---	---	175
Visc@100°C	17.9	17.57	18.79	16.72	20.4
Oxidation	7	7	11	6	---

## ENGINE MAINTENANCE WORKSHEET - SBF

DATE: 7/5/2009  
 HOBBS: 94.9

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	_____	_____	0.022
#7 - I	_____	_____	0.025
#8 - E	_____	_____	_____
#8 - I	_____	_____	_____

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#1 - I	_____	_____	0.008
#1 - E	_____	_____	0.012
#2 - I	_____	_____	0.014
#2 - E	_____	_____	0.028
#3 - I	_____	_____	0.016
#3 - E	_____	_____	0.020
#4 - I	_____	_____	_____
#4 - E	_____	_____	_____

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#5	_____	_____
#6	_____	_____
#7	_____	_____
#8	_____	_____

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#1	_____	_____
#2	_____	_____
#3	_____	_____
#4	_____	_____

**NOTES:** T&D Rockers ---> 1.55:1 Ratio

**Sparks plugs threaded in hand tight....!!**

Need new pushrod for #6 Intake ---> CV Product #3403, 8.650"

#6 Intake ---> Aduster, Rocker, Shaft

Lash cap was off valve stem, found and reinstalled

#7 Intake, #4 Exhaust, #3 Intake, #1 Exhaust ---> Shaft

All rocker removed to be sent out to T&D to be rebuilt and repaired.