

# CHASSIS SETUP SHEET

DATE: 3-15-16  
 CAR: BNS MONTE CARLO #11  
 TRACK: ROAD ATLANTA

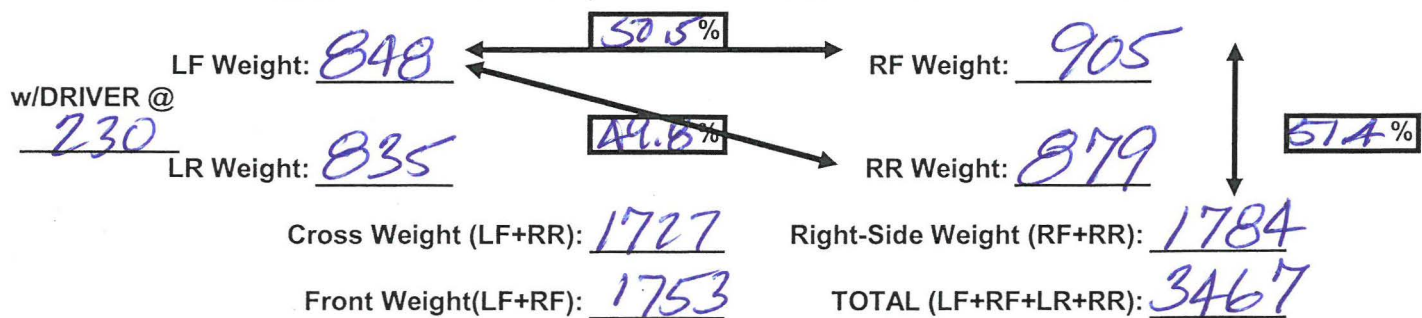
<u>LF</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>GOODYEAR D4520</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>650</u>
Anti-Dive & Slugs:	<u>0.5" (0-0)</u>
Camber & Shims:	<u>-2 1/4" (1/4 + 1/8)</u>
Caster & Slugs:	<u>+5 1/4" (0-0)</u>
Ride Height:	<u>5 3/8"</u>
Upper A-Arm Angle:	<u>20.2°</u>
Wheel Spacers:	<u>1/4"</u>

<u>RF</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>GOODYEAR D4520</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>650</u>
Anti-Dive & Slugs:	<u>0.5" (0-0)</u>
Camber & Shims:	<u>-2 1/2" (1/8)</u>
Caster & Slugs:	<u>+5 1/4" (3/8 - 7/8)</u>
Ride Height:	<u>5 5/8"</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: 0"  
 Front Sway Bar: 1 3/16" HOLLOW / NEUTRAL  
 Rear Sway Bar: 0.900" SOLID / NEUTRAL  
 Rear End Ratio: 3.70:1  
 Rear Pinion Angle: 3.5° Down SHIM: ~ 2.00  
 Track Bar Height: LR= 11 3/8" RR= 11 7/8"  
 Fuel Level: Full

<u>LR</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>GOODYEAR D4520</u>
Shock Compression:	
Shock Rebound:	
Spring Rate:	<u>375</u>
Camber:	<u>-0.5°</u>
Ride Height:	<u>6 1/4"</u>
Trailing Arm Angle:	<u>0.8° ↑ REAR</u>
Wheel Spacers:	<u>1/4" + 1/4"</u>

<u>RR</u>	
Tire Pressure:	<u>30 PSI</u>
Tire Size:	<u>GOODYEAR D4520</u>
Shock Compression:	
Shock Rebound:	<u>375</u>
Spring Rate:	<u>375</u>
Camber:	<u>-0.5°</u>
Ride Height:	<u>6 5/8"</u>
Trailing Arm Angle:	<u>0.6° ↑ REAR</u>
Wheel Spacers:	<u>1/4" + 1/8"</u>



NOTES: \* TOTAL TIME ON PENALTY = 57.5  
 \* CHANGED OIL & FILTER  
 \* REBUILT "ALL" BRAKE CALIPIERS  
 - PRESSURE TESTED  
 - BLEED ALL 4 WHEELS  
 - CHANGED PADS ALL 4 WHEELS  
 \* CHANGED BRAKE BLOWER SWITCH

Track/Event: ROAD ATLANTA "MITTY"

Date: 4/21/2016 Time: 8:50 AM

Weather & Conditions: SUNNY & CLEAR 73°F 56% RH

Lap Times:

- |   |                         |
|---|-------------------------|
| 1) <u>2</u> (m) <u>12.97</u> (s)                            | 11) _____ (m) _____ (s) |
| 2) <u>1</u> (m) <u>47.27</u> (s)                            | 12) _____ (m) _____ (s) |
| 3) <u>1</u> (m) <u>42.81</u> (s)                            | 13) _____ (m) _____ (s) |
| 4) <u>3</u> (m) <u>24.41</u> (s) → <u>IN BLACK FLAG ALL</u> | 14) _____ (m) _____ (s) |
| 5) <u>1</u> (m) <u>47.97</u> (s)                            | 15) _____ (m) _____ (s) |
| 6) <u>1</u> (m) <u>37.91</u> (s)                            | 16) _____ (m) _____ (s) |
| 7) <u>1</u> (m) <u>37.09</u> (s)                            | 17) _____ (m) _____ (s) |
| 8) <u>1</u> (m) <u>37.25</u> (s)                            | 18) _____ (m) _____ (s) |
| *9) <u>1</u> (m) <u>36.32</u> (s)                           | 19) _____ (m) _____ (s) |
| 10) <u>3</u> (m) <u>31.15</u> (s)                           | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: 27 1/2 (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes: \_\_\_\_\_

BEFORE RUN ADDED 13 1/2 GALLONS "FULL"

HOBBS START: \_\_\_\_\_ HOBBS STOP: 17 min

PASSED TECH AFTER SESSION

MILES: 25.4

ADDED 4 GALLONS "AFTER" "FULL"

ENGINE OIL TEMP: 170  
ENGINE WATER TEMP: 180

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



Track/Event: ROAD ATLANTA "MITTY"

Date: 4/21/2016 Time: ~ 11:25 AM

Weather & Conditions: SUNNY & CLEAR 80°F 49%RH

Lap Times:

- 1) 1 (m) 55 . 46 (s)
- 2) 1 (m) 38 . 35 (s)
- 3) 1 (m) 35 . 47 (s)
- 4) 1 (m) 35 . 35 (s)
- 5) 1 (m) 37 . 64 (s)
- 6) 1 (m) 36 . 41 (s)
- \*7) 1 (m) 34 . 74 (s)
- 8) 1 (m) 37 . 29 (s)
- 9) 1 (m) 35 . 71 (s)
- 10) 1 (m) 35 . 16 (s)
- 11) 3 (m) 10 . 67 (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
°F	°F	°F

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

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

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

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: 23.5 (psi)

Notes: \_\_\_\_\_

ADDED 5 1/2 GALLONS AFTER  
"FULL"

HOBBS START: \_\_\_\_\_  
HOBBS STOP: \_\_\_\_\_ 16 MZ

MILES: 27.9

ENGINE OIL TEMP: 200  
ENGINE WATER TEMP: 180

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

Track/Event: ROAD ATLANTA "MITTY"

Date: 4/21/2016 Time: 3:10 PM

Weather & Conditions: SUNNY & CLEAR 82°F 44%RH

Lap Times:

- 1) 1 (m) 44.66 (s)
- 2) 1 (m) 38.00 (s)
- 3) 1 (m) 36.84 (s)
- 4) 1 (m) 35.78 (s)
- 5) 1 (m) 35.57 (s)
- 6) 1 (m) 37.96 (s)
- \*7) 1 (m) 34.84 (s)
- 8) 1 (m) 37.34 (s)
- 9) 1 (m) 37.18 (s)
- 10) 3 (m) 30.57 (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
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes:

ADDED 5 1/2 GALLONS AFTER "FULL"

HOBBS START: \_\_\_\_\_  
HOBBS STOP: \_\_\_\_\_ 15 min

MILES: 25.4

ENGINE OIL TEMP: 210  
ENGINE WATER TEMP: 180

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



Track/Event: ROAD ATLANTA "MITTY"  
 Date: 4/22/2016 Time: 10:05 AM Q1  
 Weather & Conditions: OVERCAST 67°F 70%RH

Lap Times:

- |                                   |                                    |
|-----------------------------------|------------------------------------|
| 1) <u>2</u> (m) <u>02.15</u> (s)  | 11) <u>1</u> (m) <u>36.36</u> (s)  |
| 2) <u>1</u> (m) <u>44.53</u> (s)  | *12) <u>1</u> (m) <u>36.10</u> (s) |
| 3) <u>1</u> (m) <u>40.95</u> (s)  | 13) <u>3</u> (m) <u>41.15</u> (s)  |
| 4) <u>1</u> (m) <u>40.27</u> (s)  | 14) _____ (m) _____ (s)            |
| 5) <u>1</u> (m) <u>39.44</u> (s)  | 15) _____ (m) _____ (s)            |
| 6) <u>1</u> (m) <u>38.54</u> (s)  | 16) _____ (m) _____ (s)            |
| 7) <u>1</u> (m) <u>38.10</u> (s)  | 17) _____ (m) _____ (s)            |
| 8) <u>1</u> (m) <u>40.37</u> (s)  | 18) _____ (m) _____ (s)            |
| 9) <u>1</u> (m) <u>39.54</u> (s)  | 19) _____ (m) _____ (s)            |
| 10) <u>1</u> (m) <u>36.56</u> (s) | 20) _____ (m) _____ (s)            |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes: \_\_\_\_\_

DAMP TRACK WITH  
STANDING WATER  
ADDED 6 GALLONS AFTER  
"FULL"

HOBBS START: \_\_\_\_\_  
 HOBBS STOP: \_\_\_\_\_ 24 min

MILES: 32.8

ENGINE OIL TEMP: 200  
 ENGINE WATER TEMP: 180

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

2016 HSR The Mitty

Sorted on Best Lap time

Group 8 &amp; 9

Road Atlanta 2.540 miles

Group 8 &amp; 9 Qualifying 1

4/22/2016 10:05 AM

Qualifying started at 10:04:31

Pos	No.	Name	Class	Best Tm	Car Info	Color	Hometown
1	19	Richard Howe	GT1C	1:26.972	89 Ford Mustang T/A 5866cc	red (Whistler)	Rutland VT
2	93	Reese Cox	GT1B	1:27.573	06 Chevy Corvette C6R 7000cc	silver	Marietta GA
3	96	Chris Cook	GTO	1:28.551	77 Chevy Nova 5866cc	purple/white	Lexington KY
4	33	John Finger	SCA	1:29.311	02 Chevy Monte Carlo 5927cc	white/blue (Oakwood	Greenville SC
5	23	Curt Vogt	9X	1:32.003	16 Ford Mustang T/A	blue	Wallingford CT
6	43	William Binnie	GT2A	1:32.449	10 Ferrari 430 GTC 3995cc	blue	Portsmouth NH
7	48	Harry Dinwiddie	GTO	1:32.775	72 Chevy Corvette 7000cc	white/red/blue	Maryville TN
8	119	Ricky Sanders	GT1B	1:33.100	97 Chevy Corvette C6 5866cc	gray	Stockbridge GA
9	90	Brent Bernath	SCA	1:34.104	09 Ford Fusion (NASCAR) 5927cc	blue/silver/red	Atlanta GA
10	91	Chuck Connor	GT1B	1:35.944	02 Chevy Corvette C2 7000cc	Black	Kennesaw GA
11	11	John Orzechowski	SCB	1:36.117	00 Chevy Monte Carlo 5866cc	red	Frederick MD
12	38	John Wolff	GT1B	1:36.215	97 Chevy Corvette T/A 6177cc	red/gold	New Albany OH
13	51	Hartmut VonSeelen	GT2B	1:36.935	74 Porsche 911 RSR 3600cc	yellow	Greenwood SC
14	75	Glenn Chaplin	GT2A	1:48.441	14 Ford Boss 302S 5000cc	white/red/black	Vaudreuil Quebec
15	80	Danny Marshall	GT3	2:24.724	01 Porsche 996 RS 3800cc	white	Danville VA



Track/Event: ROAD ATLANTA "MITTY"

Date: 4/23/2016 Time: 8:50 AM Q3

Weather & Conditions: CLEAR & SUNNY 62°F 74%RH

Lap Times:

- |                                    |                         |
|------------------------------------|-------------------------|
| 1) <u>1</u> (m) <u>55.00</u> (s)   | 11) _____ (m) _____ (s) |
| 2) <u>1</u> (m) <u>36.16</u> (s)   | 12) _____ (m) _____ (s) |
| 3) <u>1</u> (m) <u>35.81</u> (s)   | 13) _____ (m) _____ (s) |
| * 4) <u>1</u> (m) <u>33.44</u> (s) | 14) _____ (m) _____ (s) |
| 5) <u>1</u> (m) <u>34.27</u> (s)   | 15) _____ (m) _____ (s) |
| 6) <u>1</u> (m) <u>34.31</u> (s)   | 16) _____ (m) _____ (s) |
| 7) <u>2</u> (m) <u>47.79</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: 20 (psi) Hot: 27 1/2 (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: 27 1/2 (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

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

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

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

Notes:

ADDED 4 1/2 GALLONS "AFTER"  
"FOLL"

HOBBS START: \_\_\_\_\_  
HOBBS STOP: \_\_\_\_\_ 13m24

MILES: 17.6

ENGINE OIL TEMP: 190  
ENGINE WATER TEMP: 170

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

HSR The Mitty

Sorted on Best Lap time

Group 8

Road Atlanta 2.540 miles

Group 8 Qualifying 3

4/23/2016 08:50 AM

Qualifying started at 8:49:35

Pos	No.	Name	Class	Best Tm	Car Info	Color	Hometown
1	42	Mark Furcini	SCA	1:26.820	04 Dodge Charger (NASCAR) 5866cc	black/red (Havoline)	Phoenix AZ
2	33	John Finger	SCA	1:27.276	02 Chevy Monte Carlo 5927cc	white/blue (Oakwood Homes)	Greenville SC
3	9	Brian Norman	SCA	1:27.738	06 Dodge Charger (NASCAR) 5927cc	white/blue	Loganville GA
4	22	Jack Finch	SCA	1:28.542	02 Dodge Charger 5866cc	yellow	Thomasville NC
5	198	Tom Cantrell	SCB	1:31.812	98 Ford Taurus NASCAR 5866cc	red/tan stripe	Auburn WA
6	11	John Orzechowski	SCB	1:33.427	00 Chevy Monte Carlo 5866cc	red	Frederick MD
7	90	Brent Bernath	SCA	1:37.606	09 Ford Fusion (NASCAR) 5927cc	blue/silver/red	Atlanta GA
8	74	Larry Hoopaugh	SCA	1:39.491	04 Chevrolet Monte Carlo 5866cc	white	Chester SC
9	98	David Neidell	SCB	1:39.787	97 Ford Thunderbird 5866cc	white/red (RCA)	Tulsa OK



Track/Event: ROAD ATLANTA "MIZZY"

Date: 4/23/2016 Time: 3:50 PM RACE#1

Weather & Conditions: CLEAR & SUNNY 84°F 40%RA

Lap Times:

- |                                    |                         |
|------------------------------------|-------------------------|
| 1) <u>2</u> (m) <u>24.87</u> (s)   | 11) _____ (m) _____ (s) |
| 2) <u>1</u> (m) <u>37.72</u> (s)   | 12) _____ (m) _____ (s) |
| 3) <u>1</u> (m) <u>36.92</u> (s)   | 13) _____ (m) _____ (s) |
| 4) <u>1</u> (m) <u>35.60</u> (s)   | 14) _____ (m) _____ (s) |
| * 5) <u>1</u> (m) <u>35.44</u> (s) | 15) _____ (m) _____ (s) |
| 6) <u>1</u> (m) <u>36.00</u> (s)   | 16) _____ (m) _____ (s) |
| 7) <u>1</u> (m) <u>36.86</u> (s)   | 17) _____ (m) _____ (s) |
| 8) <u>1</u> (m) <u>37.08</u> (s)   | 18) _____ (m) _____ (s) |
| 9) <u>3</u> (m) <u>23.49</u> (s)   | 19) _____ (m) _____ (s) |
| 10) _____ (m) _____ (s)            | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: 21 1/2 (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

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

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

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

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: 24 1/2 (psi)

Notes:

ADDED 4 1/2 GALLONS "AFTER" "FULL"

CHANGED FRONT BRAKES

ROTOR SUNDAY MORNING

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

HOBBS STOP: \_\_\_\_\_ 17 min

MILES: 22.7

ENGINE OIL TEMP: 210

ENGINE WATER TEMP: 190

BRAKE ROTOR TEMP (LF/RF): /

BRAKE ROTOR TEMP (LR/RR): /

2016 HSR The Mitty

**Sorted on Laps**

Group 8

Road Atlanta 2.540 miles

Group 8 WeatherTech Sprint Race 1 Revised

4/23/2016 03:50 PM

Race (7 Laps) started at 16:15:49

Pos	No.	Name	Class	Laps	Best Tm	Car Info	Hometown
1	42	Mark Furcini	SCA	7	1:28.695	04 Dodge Charger (NASCAR) 5866cc	Phoenix AZ
2	33	John Finger	SCA	7	1:28.093	02 Chevy Monte Carlo 5927cc	Greenville SC
3	9	Brian Norman	SCA	7	1:30.131	06 Dodge Charger (NASCAR) 5927cc	Loganville GA
4	198	Tom Cantrell	SCA	7	1:33.758	98 Ford Taurus NASCAR 5866cc	Auburn WA
5	11	John Orzechowski	SCB	7	1:35.478	00 Chevy Monte Carlo 5866cc	Frederick MD
6	74	Larry Hoopaugh	SCA	7	1:34.181	04 Chevrolet Monte Carlo 5866cc	Chester SC
7	90	Brent Bernath	SCA	7	1:36.495	09 Ford Fusion (NASCAR) 5927cc	Atlanta GA
8	98	David Neidell	SCB	7	1:39.430	97 Ford Thunderbird 5866cc	Tulsa OK
9	22	Jack Finch	SCA	1	1:56.553	02 Dodge Charger 5866cc	Thomasville NC

Marnin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
	101.428	1:28.093	103.799	33 - John Finger

Chief of Timing & Scoring: Janet Harbau

Orbit

**WeatherTech**<sup>®</sup>

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Official Sponsor of HSR Endurance Challenge



Track/Event: ROAD ATLANTA "MITTY"  
 Date: 4/24/2016 Time: 4:30 PM RACE #2  
 Weather & Conditions: CLEAR & SUNNY 85°F 37%RA

Lap Times:

- |                                    |                         |
|------------------------------------|-------------------------|
| 1) <u>2</u> (m) <u>19.39</u> (s)   | 11) _____ (m) _____ (s) |
| 2) <u>1</u> (m) <u>36.33</u> (s)   | 12) _____ (m) _____ (s) |
| 3) <u>1</u> (m) <u>34.91</u> (s)   | 13) _____ (m) _____ (s) |
| 4) <u>1</u> (m) <u>36.15</u> (s)   | 14) _____ (m) _____ (s) |
| 5) <u>1</u> (m) <u>34.74</u> (s)   | 15) _____ (m) _____ (s) |
| * 6) <u>1</u> (m) <u>34.17</u> (s) | 16) _____ (m) _____ (s) |
| 7) <u>1</u> (m) <u>35.23</u> (s)   | 17) _____ (m) _____ (s) |
| 8) <u>1</u> (m) <u>35.13</u> (s)   | 18) _____ (m) _____ (s) |
| 9) <u>2</u> (m) <u>39.71</u> (s)   | 19) _____ (m) _____ (s) |
| 10) _____ (m) _____ (s)            | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

HOBBS START: \_\_\_\_\_  
 HOBBS STOP: \_\_\_\_\_ 16 min

MILES: 22.5

ENGINE OIL TEMP: 210  
 ENGINE WATER TEMP: 190

TOTAL TIME ON OIL FILTER = 2.5  
TOTAL TIME = 2.0  
TOTAL MILEAGE = 175

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

2016 HSR The Mitty

**Sorted on Laps**

Group 8

Road Atlanta 2.540 miles

Group 8 WeatherTech Sprint Race 2 Revised

4/24/2016 04:30 PM

Race (7 Laps) started at 16:27:24

Pos	No.	Name	Class	Laps	Best Tm	Car Info	Hometown
1	33	John Finger	SCA	7	1:28.286	02 Chevy Monte Carlo 5927cc	Greenville SC
2	9	Brian Norman	SCA	7	1:28.493	06 Dodge Charger (NASCAR) 5927cc	Loganville GA
3	22	Jack Finch	SCA	7	1:29.020	02 Dodge Charger 5866cc	Thomasville NC
4	198	Tom Cantrell	SCA	7	1:32.786	98 Ford Taurus NASCAR 5866cc	Auburn WA
5	11	John Orzechowski	SCB	7	1:34.466	00 Chevy Monte Carlo 5866cc	Frederick MD
6	90	Brent Bernath	SCA	7	1:34.449	09 Ford Fusion (NASCAR) 5927cc	Atlanta GA
7	74	Larry Hoopaugh	SCA	7	1:35.275	04 Chevrolet Monte Carlo 5866cc	Chester SC
8	98	David Neidell	SCB	7	1:35.556	97 Ford Thunderbird 5866cc	Tulsa OK

**Margin of Victory**

**Avg. Speed**

**Best Lap Tm**

**Best Speed**

**Best Lap by**

83.771

1:28.286

103.572

33 - John Finger

Chief of Timing & Scoring: Janet Harbau

Orbit

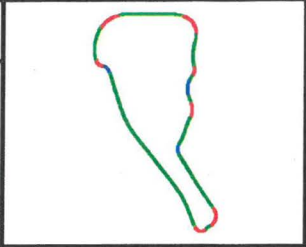
**WeatherTech**

Official Sponsor of HSR Sprint Races



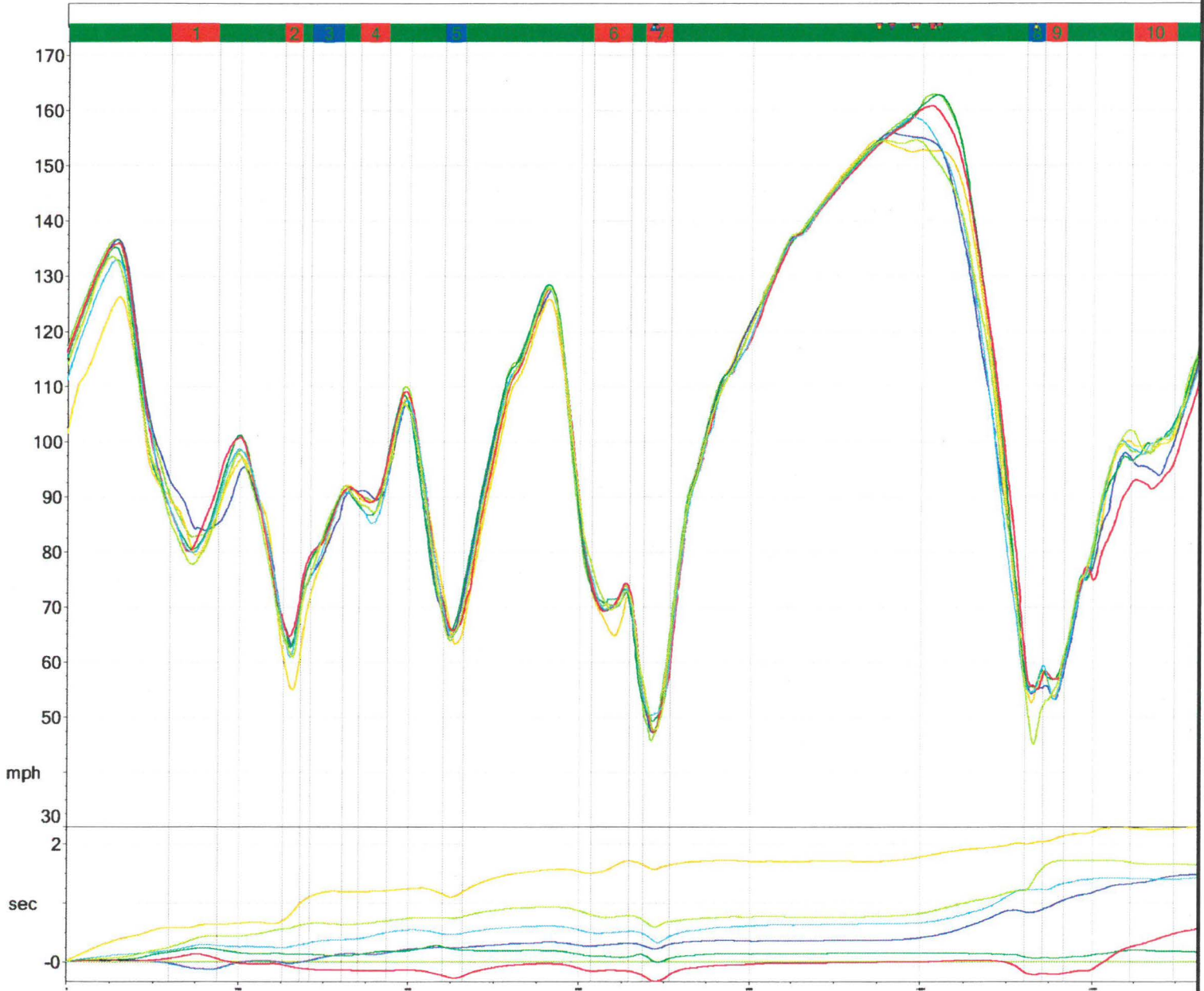
Official Sponsor of HSR Endurance Challenge

Race Studio Analysis - Racing Data Acquisition System



Name: JAOMonteCarlo23042016\_001  
Date: 23-04-16 16:13:25  
Track: RoadAtlanta  
Vehicle: MonteCarlo  
Driver: JAO  
Note: HSR Mitty - Race #1

Data: JAOMonteCarlo23042016\_001 - 5 01.35.437 - GPS\_Speed [mph]  
JAOMonteCarlo23042016\_001 - 2 01.37.722 - GPS\_Speed [mph]  
JAOMonteCarlo23042016\_001 - 3 01.36.917 - GPS\_Speed [mph]  
JAOMonteCarlo23042016\_001 - 4 01.35.601 - GPS\_Speed [mph]  
JAOMonteCarlo23042016\_001 - 6 01.35.997 - GPS\_Speed [mph]  
JAOMonteCarlo23042016\_001 - 7 01.36.862 - GPS\_Speed [mph]  
JAOMonteCarlo23042016\_001 - 8 01.37.077 - GPS\_Speed [mph]



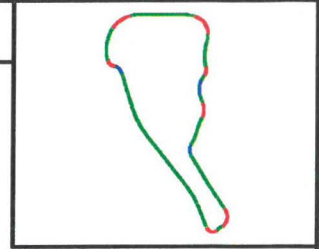
John Orzechowski Racing



Historic Special Racing

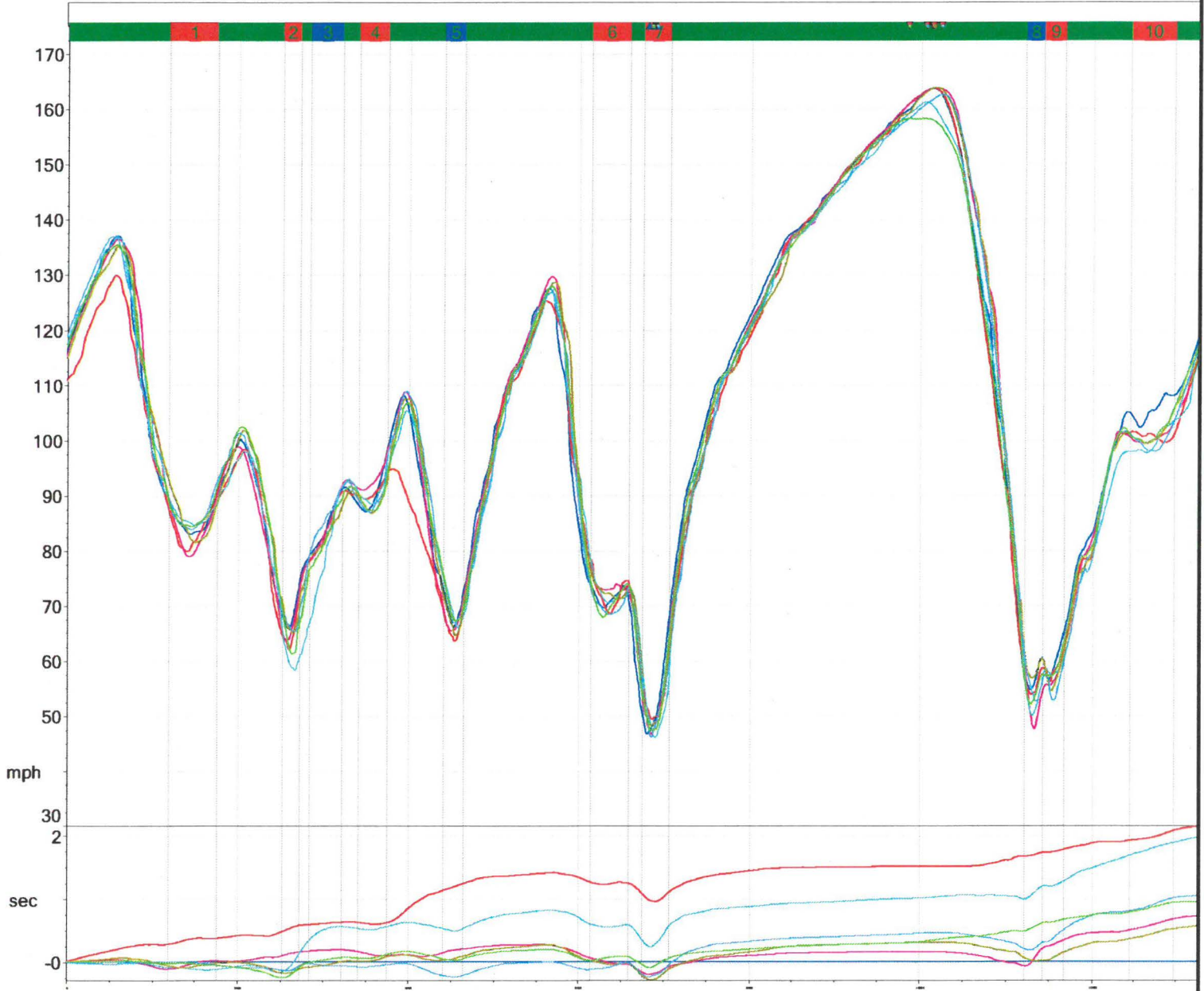


# Race Studio Analysis - Racing Data Acquisition System



Name: JAOMonteCarlo24042016  
Date: 24-04-16 16:27:28  
Track: RoadAtlanta  
Vehicle: MonteCarlo  
Driver: JAO  
Note: HSR Mitty - Race #2

Data: JAOMonteCarlo24042016 - 6 01.34.171 - GPS\_Speed [mph]  
JAOMonteCarlo24042016 - 2 01.36.329 - GPS\_Speed [mph]  
JAOMonteCarlo24042016 - 3 01.34.907 - GPS\_Speed [mph]  
JAOMonteCarlo24042016 - 4 01.36.149 - GPS\_Speed [mph]  
JAOMonteCarlo24042016 - 5 01.34.743 - GPS\_Speed [mph]  
JAOMonteCarlo24042016 - 7 01.35.226 - GPS\_Speed [mph]  
JAOMonteCarlo24042016 - 8 01.35.128 - GPS\_Speed [mph]

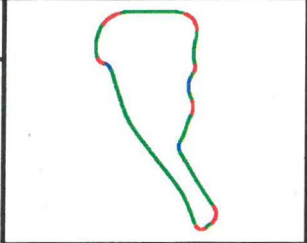


John Orzechowski Racing



Electric Shockwave Racing

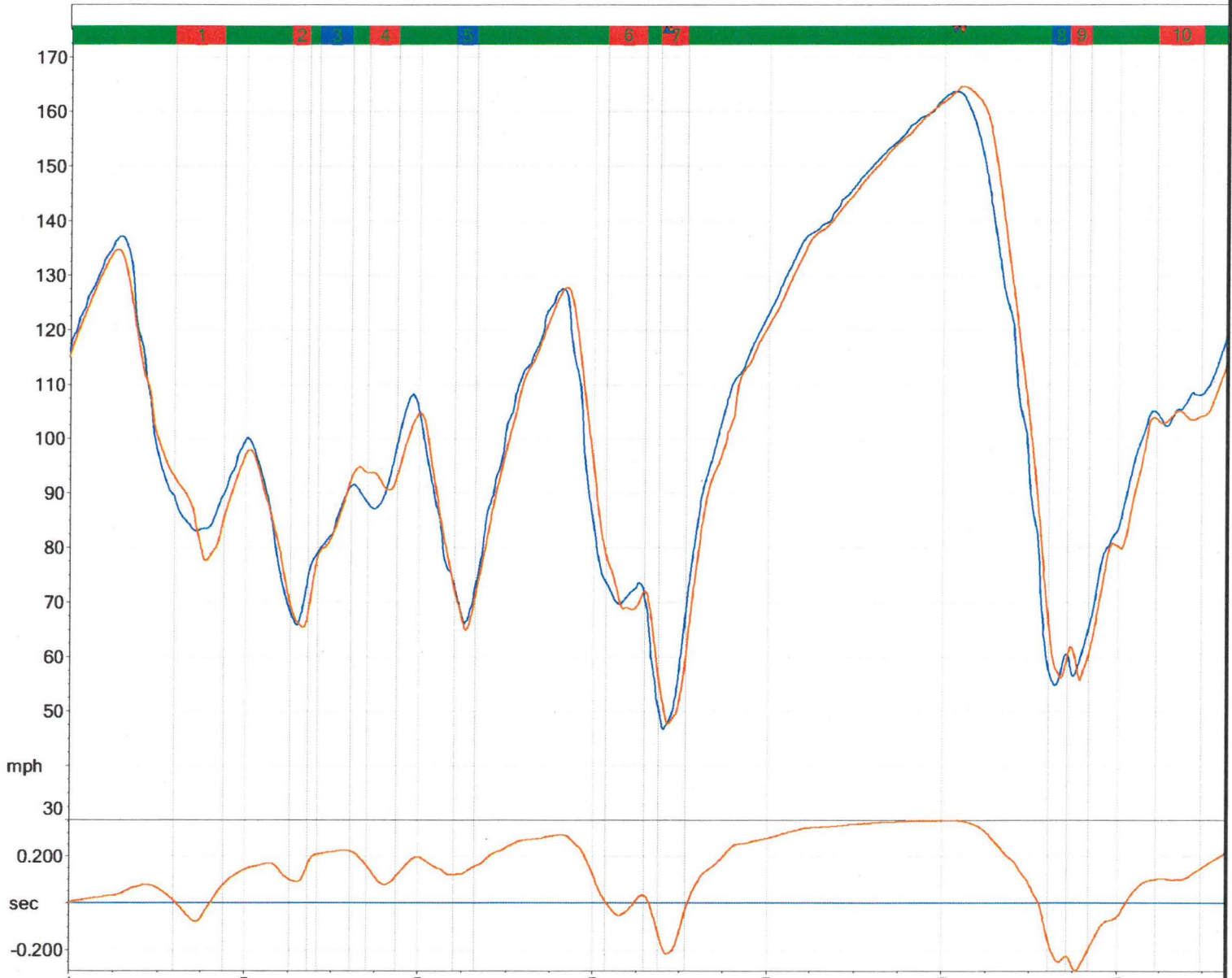
# Race Studio Analysis - Racing Data Acquisition System



Name: JAOMonteCarlo24042016  
Date: 24-04-16 16:27:28  
Track: RoadAtlanta  
Vehicle: MonteCarlo  
Driver: JAO  
Note: HSR Mitty - Race #2

Name: JAOMonteCarlo25042015\_001  
Date: 25-04-15 15:10:13  
Track: RoadAtlanta  
Vehicle: MonteCarlo  
Driver: JAO  
Note: HSR Race #1 - PART 2

Data: JAOMonteCarlo24042016 - 6 01.34.171 - GPS\_Speed [mph]  
JAOMonteCarlo25042015\_001 - 4 01.34.387 - GPS\_Speed [mph]



John Orzechowski Racing

John Orzechowski Racing





# MOBILE OIL ANALYSIS REPORT

CONTAMINATION  
WEAR  
OIL CONDITION

**NORMAL**  
**NORMAL**  
**NORMAL**

## 1 - 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-M1336666

Date Rec'd : May 3, 2016

Sample Date : Apr 24, 2016

Diagnostician : Jonathan Hester

### RECOMMENDATION

Resample at the next service interval to monitor.

Sample Date	11/30/14	04/26/15	07/26/15	Current	UOM
Time on Unit	46	49.5	54	56.5	hrs
Time on Oil	2.8	3.5	4.5	2.5	hrs
Time on Fltr	2.8	3.5	4.5	2.5	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	11/30/14	04/26/15	07/26/15	Current	Abn
Silicon	4.1	5.0	4.0	3.0	30
Potassium	3.3	3.1	2.5	1.7	20
Sodium	353	361	364	368	80
Fuel (%)	<2.0	<2.0	<2.0	<2.0	4.0
Glycol	---	---	---	---	0.06
Water (%)	<0.1	<0.1	<0.1	<0.1	0.2
Soot (%)	0	0	0	0.1	---
Sulfation (%)	9	9	10	9	100
Nitration (%)	5	5	3	5	100

### WEAR

All component wear rates are normal.

Sample Date	11/30/14	04/26/15	07/26/15	Current	Abn
Iron	14	15	23	16	150
Nickel	0.6	0.8	0.9	0.8	5
Chromium	0.7	0.8	1.2	0.6	20
Titanium	20	25	40	27	---
Copper	5.7	9.0	11	8.7	155
Aluminum	7.0	8.0	15	8.2	40
Tin	0.0	0.0	0.0	0.0	10
Lead	1013	1319	1773	1024	50
Silver	0.0	0.0	0.0	0.0	2

### OIL CONDITION

Oil Type: 14 QTS of VALVOLINE ALLCLIMT 20W50

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

Sample Date	11/30/14	04/26/15	07/26/15	Current	Base
Boron	0.4	1.2	0.3	0.0	
Barium	0.0	0.0	0.0	0.0	
Calcium	1570	1638	1603	1673	
Magnesium	6.6	15	14	16	
Molybdenum	2.2	1.4	4.2	1.4	
Sodium	353	361	364	368	
Phosphorus	695	777	705	695	
Sulfur	1949	2165	2870	2608	
Zinc	741	744	736	699	
Visc 40°C (cSt)	---	---	---	---	165.9
Visc 100°C (cSt)	17.28	17.18	17.15	17.5	18.5
VI	---	---	---	---	125
Oxidation (%)	9	10	5	10	



# 2000 Monte Carlo - #11

<u>TRACK</u>	<u>DATE</u>	<u>TOTAL TIME</u>	<u>TOTAL MILES</u>	<u>TRANS</u>
ESTIMATE WHEN PURCHASED	July-06	3.0	0	
VIR	September-06	2.0	56	
SUMMIT POINT	November-06	3.5	332	
VIR	March-07	4.5	345	
ROAD ATLANTA	April-07	1.5	98	98
WATKINS GLEN	June-07	2.0	155	155
ROAD ATLANTA	May-08	1.5	115	115
ROAD ATLANTA	October-08	1.7	119	119
SEBRING	December-08	2.5	153	153
DYNO @ L&B	May-09	0.5	0	
<b>SUB-TOTAL--&gt;</b>		<b>22.7</b>	<b>1373</b>	<b>640</b>
VIR	June-09	2.0	118	118
SUMMIT POINT	November-10	2.0	96	96
SUMMIT POINT	November-11	1.5	114	114
SUMMIT POINT	November-12	1.5	120	120
SUMMIT POINT	July-13	1.0	36	36
VIR	July-13	2.0	140	140
ROAD ATLANTA	April-14	2.0	173	173
VIR	September-14	2.8	217	217
SUMMIT POINT	November-14	2.3	154	154
<b>SUB-TOTAL--&gt;</b>		<b>17.0</b>	<b>1168</b>	<b>1168</b>
ROAD ATLANTA	April-15	2.5	190	190
WATKINS GLEN	Jul-15	4.0	363	363
SUMMIT POINT	Nov-15	2.0	155	155
ROAD ATLANTA	Apr-16	2.0	175	175
<b>SUB-TOTAL--&gt;</b>		<b>10.5</b>	<b>883</b>	<b>883</b>
<b>GRAND TOTAL --&gt;</b>		<b>50.2</b>	<b>3424</b>	

\*\* Engine scheduled for routine yearly maintenance 5/9/2009

- Engine had mutiple broken valve springs ISKY 9975
- Replaced roller lifters and valve springs  
ISKY VALVE SPRINGS PN: 9975  
ISKY ROLLER LIFTERS PN: 1241-LO-150
- Replaced timing belt and front cover seals

\*\* Transmission broke after 1808 miles at Summit Point Turkey Bowl 11/30/2014

\*\* Engine removed from chassis for the following maintenance 3/15/2015

- Replaced valve springs
- Installed G-Force 4A Transmission
- Removed motor plate to replace water pump gaskets

\*\* Brake Calipers removed from chassis and sent to Essex Parts Service for rebuild/testing. 1/25/2016

\*\* Engine delivered to Kriner's to be rebuilt. 12/27/2016

# ENGINE MAINTENANCE WORKSHEET - SBF

DATE: 5/31/2016  
 HOBBS: 94.9

HOT LASH SETTING: **\*\*Always Compare\*\***  
 COLD LASH SETTING: **0.016" - I / 0.016" - 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	_____	_____	0.018
#5 - I	_____	_____	0.018
#6 - E	_____	_____	0.018
#6 - I	_____	_____	0.018
#7 - E	_____	_____	0.018
#7 - I	_____	_____	0.018
#8 - E	_____	_____	0.018
#8 - I	_____	_____	0.018

	<u>Spring PSI</u>	<u>Lash HOT</u>	<u>Lash COLD</u>
#1 - I	_____	_____	0.018
#1 - E	_____	_____	0.018
#2 - I	_____	_____	0.018
#2 - E	_____	_____	0.018
#3 - I	_____	_____	0.018
#3 - E	_____	_____	0.018
#4 - I	_____	_____	0.018
#4 - E	_____	_____	0.018

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#5	<u>-1%</u>	<u>245</u>
#6	<u>-1%</u>	<u>245</u>
#7	<u>-1%</u>	<u>245</u>
#8	<u>-1%</u>	<u>250</u>

	<u>LEAK DOWN PSI</u>	<u>COMP PSI</u>
#1	<u>-1%</u>	<u>248</u>
#2	<u>-1%</u>	<u>245</u>
#3	<u>-1%</u>	<u>248</u>
#4	<u>-1%</u>	<u>245</u>

**NOTES:** 5/31/2016 - John Orzechowski SBF Road Race - Fresh Rebuild with updates, Red Valve Cover Engine #11

Valve Lash = 0.016" - 0.016", Diaphragm Billet Aluminum Fuel Pump, 4-Stage Oil Pump, Chassis Headers

830 Carburetor, All four idle mixture screws are out 1 turn, Spectro 20W-50 Break-In Oil

Dyno MSD 6AS Ignition Box - (Yes, purple wires do not line up), 25 minute fast idle @ 2500 rpm with no load

100LL AVGAS @0.710sg used for warm up - 110VP @0.728sg used pulls 5992-5997 with 830 cfm carburetor

Run 5997, Timing @ 31o Advanced, pulls 5998-6000 run on AVGAS, pulls 6001-6002 with 750 cfm carburetor

Spark Plugs: Autolite AR3932X Cut Back Ground Electrode + Copper Core

**OIL FILTER: IN=OUTSIDE / OUT=MIDDLE TOWARDS ENGINE**

**Joe Gibbs Driven XP5 Semi-Synthetic Racing Oil, Good for 250 Race Miles with Oil Temp below 250o**

Final Valve Lash done off the dyno, Engine was still warm so it was set 0.018" - 0.018", LSM TQ-100



# MOBILE OIL ANALYSIS REPORT

CONTAMINATION  
WEAR  
OIL CONDITION

**ABNORMAL**  
**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-M1336660

Date Rec'd : Jun 21, 2016

Sample Date : May 31, 2016

Diagnostician : Don Baldrige

### RECOMMENDATION

No corrective action is recommended at this time. Oil and filter change at the time of sampling has been noted. Resample at the next service interval to monitor. (fresh rebuild at kriniers 1.0 dyna).

Sample Date	09/28/08	02/19/09	06/14/09	Current	UOM
Time on Unit	18.1	19.1	22.2	1	hrs
Time on Oil	2.3	1	3.1	1	hrs
Time on Fltr	2.3	1	3.1	1	hrs
Oil Maint.	changed	changed	changed	changed	---
Filter Maint.	changed	changed	changed	changed	---

### CONTAMINATION

High concentration of visible dirt/debris present in the oil. Elemental level of silicon (Si) above normal indicating ingress of seal material.

Sample Date	09/28/08	02/19/09	06/14/09	Current	Abn
Silicon	0.0	4.3	4.2	63	30
Potassium	2.3	0.0	0.0	9.5	20
Sodium	303	68	335	15	80
Fuel (%)	<2.0	<2.0	<2.0	<2.0	4.0
Glycol	---	---	---	---	0.06
Water (%)	<0.1	<0.1	<0.1	<0.1	0.2
Soot (%)	0	0	0	0	---
Sulfation (%)	9	10	6	10	100
Nitration (%)	5	5	3	5	100

### WEAR

All component wear rates are normal.

Sample Date	09/28/08	02/19/09	06/14/09	Current	Abn
Iron	17	13	30	24	150
Nickel	0.5	1.2	0.7	1.1	5
Chromium	0.8	0.7	0.9	1.1	20
Titanium	8.0	5.1	11	8.4	---
Copper	3.4	1.3	4.6	13	155
Aluminum	7.7	4.2	8.1	16	40
Tin	0.0	0.0	0.3	0.0	10
Lead	892	393	1075	317	50
Silver	0.0	0.0	0.0	0.0	2

### OIL CONDITION

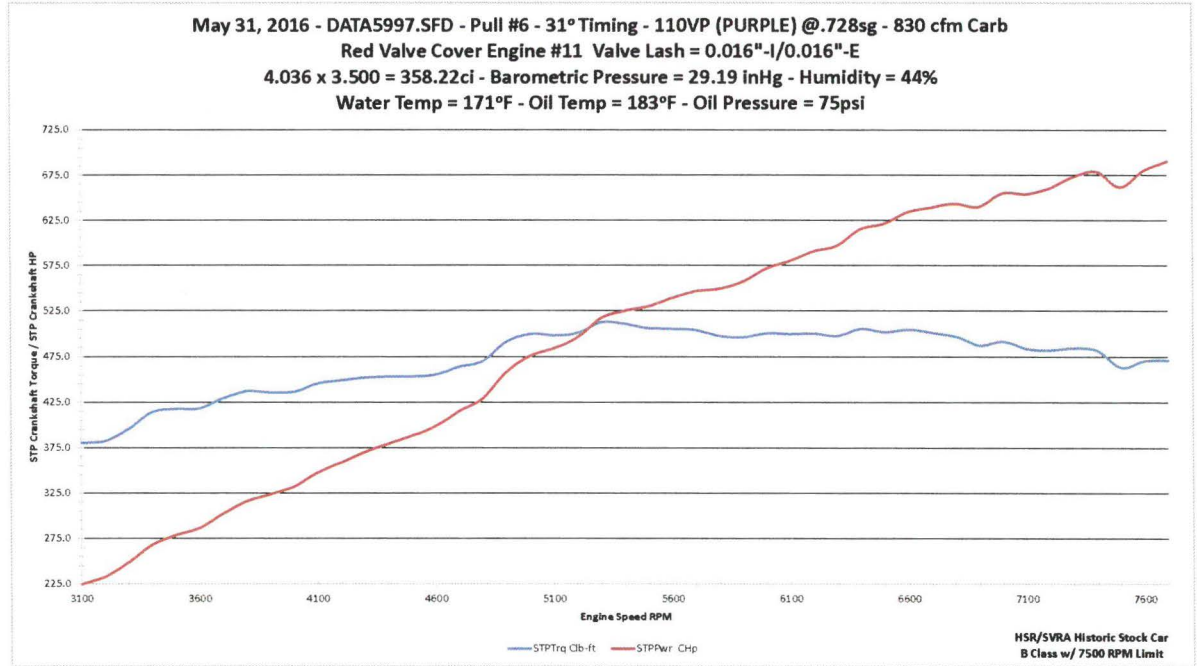
Oil Type: 22 QTS of SPECTRO 20W50 BREAK IN OIL

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

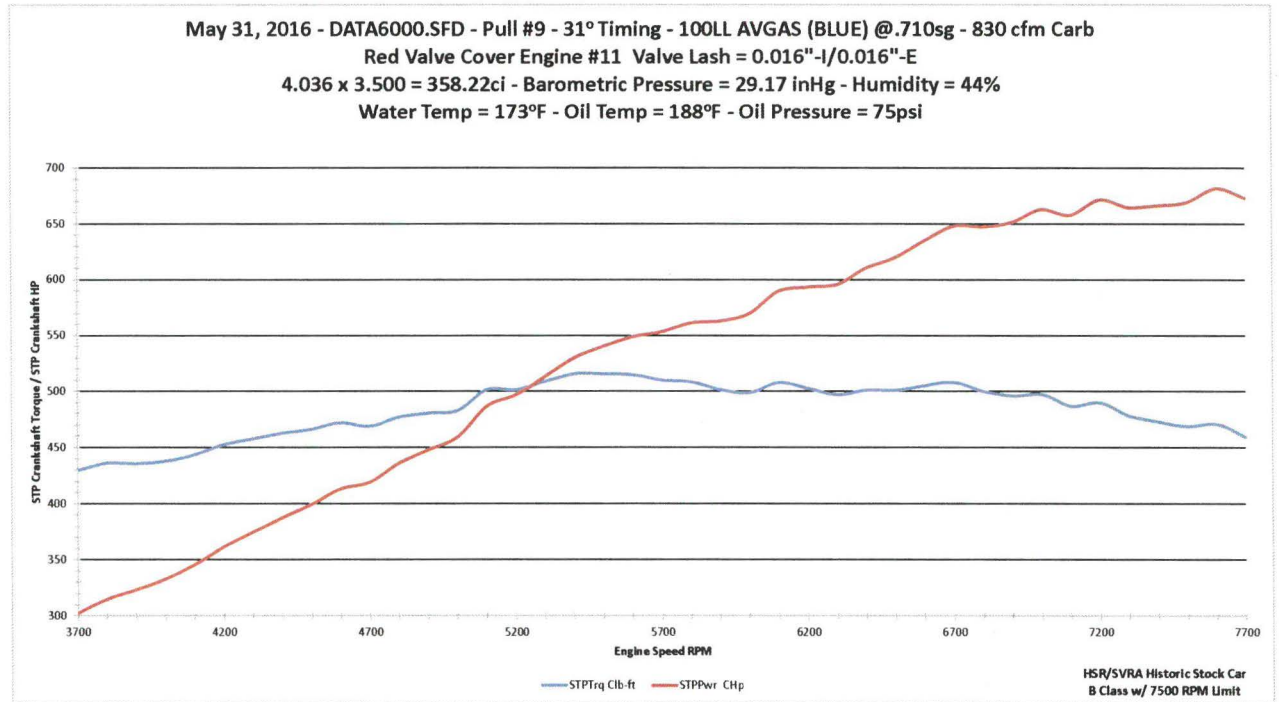
Sample Date	09/28/08	02/19/09	06/14/09	Current	Base
Boron	4.6	11	1.1	2.1	---
Barium	0.3	0.0	0.5	0.1	---
Calcium	1478	2380	1467	1441	---
Magnesium	3.2	18	6.5	17	---
Molybdenum	4.5	3.1	1.4	34	---
Sodium	303	68	335	15	---
Phosphorus	630	789	771	1597	---
Sulfur	2390	4011	2723	8078	---
Zinc	745	822	763	1618	---
Visc 40°C (cSt)	---	---	---	---	---
Visc 100°C (cSt)	17.57	18.79	16.72	17.1	---
VI	---	---	---	---	---
Oxidation (%)	7	11	6	10	---



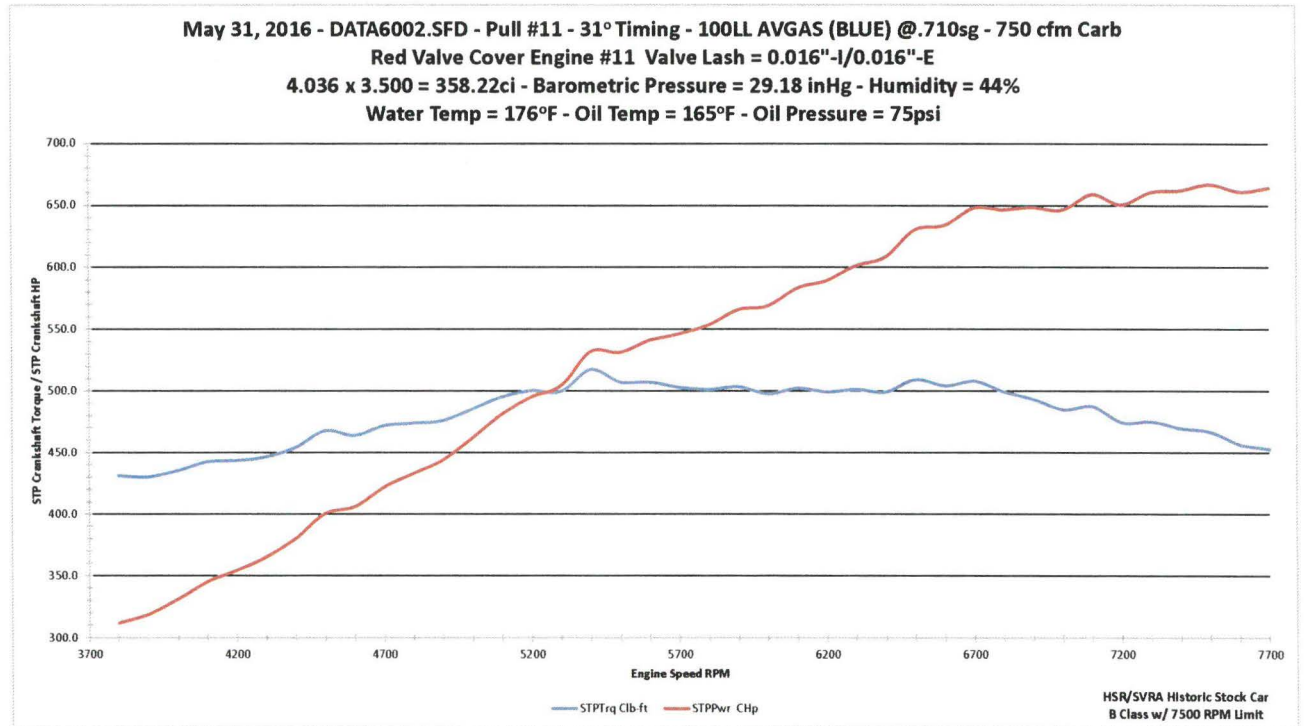
EngSpd RPM	STPTrq Cib-ft	STPPwr Chp	BSC lb/hph	FuelPs psig	A/F Ratio	VolEff %	Air 1 scfm	FulA+B lb/hr
3100	379.8	224.2	0.45	5.6	13.98	96.2	284	93.1
3200	382.2	232.9	0.40	5.4	15.28	94.1	287	86.1
3300	395.4	248.5	0.37	5.4	15.59	92	289	85
3400	413.7	267.8	0.36	5.2	15.13	92.2	298	90.3
3500	417.3	278.1	0.39	5.2	13.97	92.5	308	100.9
3600	417.7	286.3	0.40	5.2	13.73	93	318	106.2
3700	428.8	302.1	0.44	5.3	12.3	93.3	329	122.6
3800	436.6	315.9	0.48	5.5	11	94.2	341	142
3900	435.3	323.2	0.49	6	10.95	95.2	354	148
4000	435.9	332.0	0.49	6.1	10.97	94.3	360	150.2
4100	445.0	347.4	0.47	6.2	11.36	96.2	376	151.6
4200	448.3	358.5	0.46	6.3	11.63	97	389	152.9
4300	451.7	369.8	0.45	6.3	12.02	98.2	402	152.9
4400	452.6	379.2	0.45	6.3	11.9	99.4	415	159.6
4500	452.6	387.8	0.46	6.3	11.46	97.7	418	167.1
4600	454.7	398.3	0.45	6.4	11.79	98.7	432	167.7
4700	463.2	414.5	0.44	6.4	12.15	99.5	445	167.7
4800	469.5	429.1	0.44	6.3	12.16	101.3	462	174.1
4900	490.9	458.0	0.42	6.4	12.7	106.9	498	179.6
5000	499.1	475.1	0.42	6.4	13.02	110.5	526	184.9
5100	497.9	483.5	0.44	6.5	12.35	109.8	533	197.5
5200	500.3	495.4	0.45	6.5	12	109.7	542	207
5300	512.1	516.8	0.42	6.6	12.69	111.4	561	202.5
5400	510.1	524.5	0.45	6.7	11.98	112.1	576	220
5500	505.6	529.5	0.46	6.8	11.84	112.1	588	227.6
5600	505.0	538.4	0.45	7	12.09	112.2	599	227
5700	503.3	546.2	0.48	7.1	11.45	112.6	613	244.9
5800	497.2	549.1	0.48	7.3	11.57	111.6	616	243.8
5900	495.7	556.8	0.49	7.3	11.3	110.8	622	251.9
6000	500.1	571.3	0.46	7.3	12.05	111.8	637	242
6100	499.1	579.7	0.44	7.2	12.45	112	648	238.4
6200	499.6	589.8	0.45	7.2	12.4	112.6	663	244.7
6300	497.4	596.6	0.44	7.3	12.7	112.7	674	242.9
6400	504.6	614.9	0.45	7.4	12.64	115.2	698	252.9
6500	501.6	620.7	0.46	7.3	12.35	115.3	712	263.9
6600	504.3	633.7	0.45	7.5	12.73	115.8	726	261
6700	500.8	638.8	0.45	7.3	12.75	116.2	739	265.4
6800	496.4	642.7	0.44	7.3	13.27	116.3	751	259
6900	486.8	639.5	0.47	7.2	12.48	115.6	759	278.6
7000	490.9	654.3	0.46	7.2	12.51	115	766	280.5
7100	483.3	653.3	0.48	7.1	12.26	114.2	772	288.1
7200	481.3	659.8	0.48	7	12.09	112.9	773	292.9
7300	483.6	672.2	0.48	6.9	12.15	112.8	786	296
7400	481.2	678.1	0.51	6.9	11.45	112.6	795	318
7500	462.7	668.7	0.49	7	12.38	113.1	805	297.8
7600	469.5	679.4	0.41	6.8	14.45	112	810	256.7
7700	470.4	689.7	0.45	6.6	13.24	111.6	818	282.8



EngSpd RPM	STPTrq Clb-ft	STPPwr CHp	BSFC lb/hph	FuelPs psig	A/F Ratio	VolEff %	Air 1 scfm	FuIA+B lb/hr
3700	429.3	302.4	0.48	6.9	11.29	93.9	330	133.6
3800	435.6	315.2	0.49	7.1	10.84	94.5	340	143.4
3900	435.2	323.2	0.48	6.9	11.07	94.6	348	143.9
4000	437.3	333.1	0.49	6.9	11.02	95.2	359	149.3
4100	442.9	345.7	0.48	7	11.13	96.5	374	153.6
4200	452.2	361.6	0.48	7.3	11.05	97.6	387	160.3
4300	457.5	374.6	0.49	7	10.83	98.4	400	169.2
4400	462.3	387.3	0.48	6.9	10.89	99.1	413	173.4
4500	465.8	399.1	0.46	6.9	11.4	100.2	427	171.4
4600	471.8	413.2	0.45	6.8	11.74	101.1	439	171.3
4700	468.5	419.2	0.46	6.9	11.44	100.4	445	178.3
4800	476.7	435.7	0.46	6.8	11.65	103.4	469	184.1
4900	480.1	447.9	0.47	7.2	11.55	105.7	489	193.8
5000	482.5	459.4	0.46	7.1	11.84	106.3	502	193.9
5100	501.1	486.6	0.45	7.2	11.69	107.6	519	203.3
5200	501.4	496.5	0.44	7.2	11.99	108.3	533	203.4
5300	508.4	513	0.43	7.3	12.3	110.4	553	206
5400	515.2	529.7	0.43	7.4	12.42	112.2	573	211.4
5500	515.6	540	0.43	7.5	12.43	112.1	584	214.9
5600	514.5	548.6	0.42	7.4	12.79	113.3	599	214.3
5700	509.6	553.1	0.43	7.4	12.68	112.5	606	218.7
5800	508.1	561.1	0.44	7.3	12.32	111.6	611	227.1
5900	501.1	562.9	0.44	7.3	12.36	111.3	621	230.2
6000	498.5	569.5	0.44	7.4	12.42	111.2	633	233.4
6100	507.5	589.4	0.43	7.2	12.72	112.8	653	235
6200	502.4	593	0.43	7.3	12.86	113.4	667	237.4
6300	496.5	595.6	0.43	7.3	13.06	113.1	676	237.1
6400	500.5	609.9	0.44	7.2	12.67	113.7	690	249.5
6500	500.6	619.6	0.43	7.1	13.19	114.2	704	244.5
6600	504.9	634.5	0.43	7.2	13.21	115.9	725	251.5
6700	507.7	647.7	0.43	7	13.18	116	737	256.2
6800	499.7	647	0.43	7	13.36	115.7	746	255.8
6900	495.5	651	0.43	6.9	13.22	114.7	749	259.4
7000	496.9	662.3	0.44	7.5	12.93	114.7	762	269.8
7100	486.5	657.6	0.44	6.5	13.25	113.5	763	263.6
7200	489.4	670.9	0.45	6.4	12.66	113.2	769	278.3
7300	478.1	664.5	0.43	6.2	13.59	113.1	779	262.6
7400	472.7	666	0.44	6.1	13.32	112.7	789	271.1
7500	468.5	666	0.43	5.9	13.92	112.8	801	263.3
7600	470.7	681.1	0.41	5.8	14.46	112.2	807	255.5
7700	459.1	673	0.43	5.6	14.11	111.8	814	264.2



EngSpd RPM	STPTRq Clb-ft	STPPwr CHp	BSFC lb/hph	FuelPs psig	A/F Ratio	VolEFF %	Air I scfm	FulA+B lb/hr
3800	430.8	311.7	0.46	7.6	11.6	94.1	339	133.6
3900	429.9	319.2	0.49	7.7	11.08	94.6	350	144.7
4000	434.9	331.2	0.48	7.7	11.21	95.3	362	147.7
4100	442.1	345.1	0.48	7.7	11.28	96.9	376	152.7
4200	443.2	354.4	0.48	7.6	11.25	97.1	385	156.7
4300	446.2	365.3	0.44	7.5	12.2	97.6	396	148.7
4400	454.1	380.5	0.41	8.1	12.91	98.1	408	144.9
4500	467.5	400.5	0.42	7.2	12.42	100.1	426	157.2
4600	463.7	406.1	0.43	7.7	12.4	99.6	434	160.1
4700	471.8	422.2	0.42	7.2	12.51	101.2	450	164.9
4800	473.5	432.8	0.43	7.3	12.35	102.2	464	172.2
4900	475.9	444.0	0.45	7.4	12.4	106.5	495	182.9
5000	485.1	461.8	0.43	7.4	12.74	107.5	510	183.3
5100	495.1	480.8	0.43	7.5	12.55	108.2	524	191.1
5200	499.9	495.0	0.44	7.4	12.2	108.7	537	201.3
5300	499.5	504.0	0.43	7.5	12.56	109.1	549	199.9
5400	517.3	531.5	0.42	7.5	12.75	112.3	575	206.6
5500	507.1	531.0	0.43	7.4	12.79	112.4	585	209.5
5600	507.0	540.6	0.43	7.3	12.66	112	595	215.3
5700	502.9	545.8	0.44	7.1	12.33	111.6	604	224.2
5800	501.0	553.2	0.44	7.2	12.41	111	611	225.4
5900	503.3	565.4	0.43	7.1	12.76	111.7	625	224.3
6000	497.7	568.6	0.43	7.1	12.83	111.5	635	226.5
6100	502.0	583.1	0.43	7.1	12.82	111.7	647	230.9
6200	499.3	589.4	0.43	7.2	12.8	112.4	662	236.6
6300	501.0	601.0	0.44	7.2	12.76	113.3	676	242.5
6400	499.1	608.2	0.45	7.1	12.58	114.1	692	251.6
6500	509.0	630.0	0.45	7.1	12.38	114.8	708	262
6600	504.2	633.5	0.45	7.1	12.62	115	720	261.2
6700	507.7	647.7	0.45	7.1	12.67	116.4	740	267.3
6800	499.2	646.3	0.46	7	12.44	115.9	748	275.3
6900	493.1	647.9	0.47	6.9	12.41	115.9	759	280
7000	484.6	645.9	0.48	6.8	12.21	114.7	762	285.5
7100	487.0	658.3	0.48	6.7	12.22	114.2	770	288.3
7200	474.3	650.2	0.47	6.8	12.73	113.6	776	279.1
7300	475.0	660.2	0.47	6.7	12.58	112.5	780	283.8
7400	469.4	661.4	0.49	6.6	12.12	112.4	789	298.1
7500	466.7	666.4	0.49	6.7	12.19	112.7	804	307
7600	456.4	660.4	0.50	6.7	12.3	112.4	813	302.4
7700	452.7	663.7	0.49	6.7	12.52	111.9	818	299.2





# HSR ~ Engine Certification Form (ECF)

(last revised 12/10/2014)

**Note: By completing and signing this document all parties are certifying the included information is correct to the best of their knowledge. It is the owner and/or driver who will ultimately bear the consequences of any misrepresented specification.**

Entrant/Owner JOHN A. ORZECHOWSKI  
Vehicle Make/Model/Year FORD THUNDERBIRD 1997  
Engine Manufacturer FORD Engine Serial Number JT012  
Year of Manufacture 1996 # of Cylinders 8 # of Camshafts 1 # Plugs/Cyl 1  
Block Material Cast Iron Head Material Aluminum

If either the engine block or cylinder head(s) are of aftermarket or post production origination, please explain.

Original Bore (cm/inch) \_\_\_\_\_ Original Stroke (cm/inch) \_\_\_\_\_

Actual Bore (cm/inch) 4.036" Actual Stroke (cm/inch) 3.500"

Original Displacement (cm<sup>3</sup>/cid) \_\_\_\_\_

Actual Displacement (cm<sup>3</sup>/cid) 358.2 CI

Wet sump \_\_\_\_\_ Dry sump  Estimated HP 675 RPM Range 7500 LIMIT

I hereby certify the information provided on this form to be correct.

Walt Kriner date 5-31-2016  
Signed by Engine Builder

Kriner's Engines Inc. phone # 717-263-8051  
Engine Builder Company Name

John Orzechowski date 5-31-2016  
Signed by Engine Owner/Entrant

## Instructions:

1. This form is to be completed by the engine builder and owner/entrant.
2. Please complete all spaces.
3. Actual dimensions are required.
4. HSR's Class structure is based on engine displacement which must be disclosed with certainty. Failure to do so may result in suspension of the owner's driving privileges, loss of all points and other unspecified penalties.
5. Formula for calculating Displacement:  $\pi/4 \times \text{Bore (squared)} \times \text{Stroke} \times \text{Number of cylinders}$ .



# Engine Certification Form (ECF) (revised 1/2016)

**Note: By completing and signing this document all parties are certifying the included information is correct to the best of their knowledge. It is the owner and/or driver who will ultimately bear the consequences of any misrepresented specification.**

Entrant/Owner JOHN A. ORZIECHOWSKI  
 Vehicle Make/Model/Year FORD THUNDERBIRD 1997  
 Engine Manufacturer FORD Engine Identification Number / Mark 5T012  
 Year of Manufacture 1996 # of Cylinders 8 # of Camshafts 1 # Plugs/Cyl 1 # Valves/Cyl 2  
 Block Material Cast Iron Head Material Aluminum

If either the engine block or cylinder head(s) are not original, please explain the difference including the valve angle.

Roller rockers  (Y)  (N) Overhead Cam (Y)  (N)  
 Make Carb or F.I. Manufacture HOLLEY No. of Venturis 4 Carb. Size: 830 CFM  
 Intake Manufacturer ROUSH/YATES Turbo (Y)  (N) Supercharged (Y)  (N)  
 Ignition: Magneto: (Y)  (N) Points: (Y)  (N) Electronic:  (Y)  (N) Crank-fired (no distributor) (Y)  (N)  
 Wet sump  Dry sump  Estimated HP \_\_\_\_\_ RPM Range \_\_\_\_\_  
 Original Bore (cm/inch) \_\_\_\_\_ Original Stroke (cm/inch) \_\_\_\_\_  
 Actual Bore (cm/inch) 4.036" Actual Stroke (cm/inch) 3.500"  
 Original Displacement (cm<sup>3</sup>/cid) \_\_\_\_\_ Actual Displacement (cm<sup>3</sup>/cid) 358.2 CI

displacement = bore<sup>2</sup> × 0.7854 × stroke × number of cylinders

I hereby certify the information provided on this form to be correct.

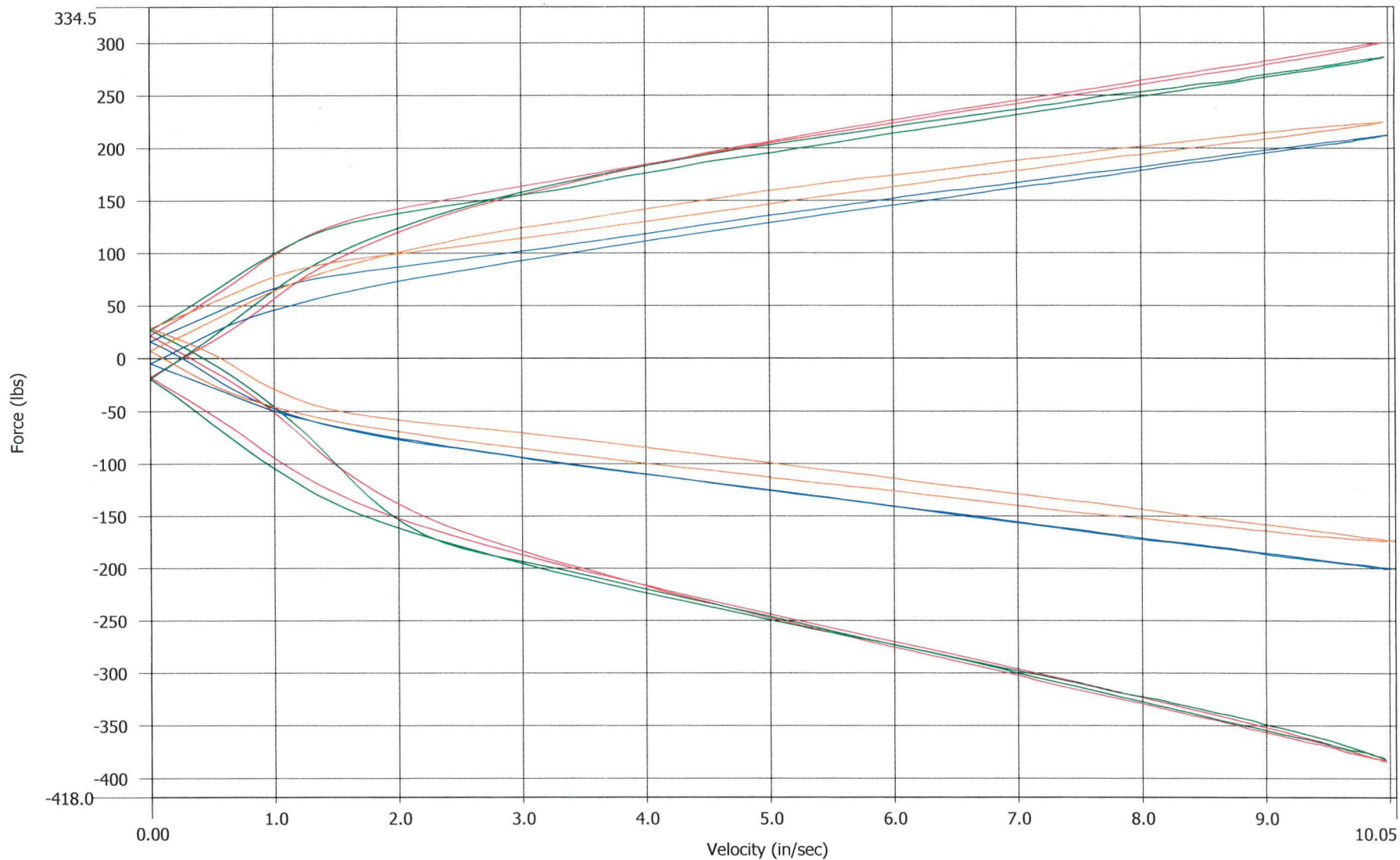
Clint Kriner Engine Builder (signature) Kriner's Engines Inc. Company Name 5-31-2016 Date

John Orzechowski Owner/Entrant (signature) 5-31-2016 Date

- Instructions:**
1. This form is to be completed by the engine builder and owner/entrant **every time the engine has been overhauled.**
  2. Please complete all spaces.
  3. Actual dimensions are required.
  4. SVRA's Class structure is based on engine displacement which must be disclosed with certainty. Failure to do so may result in suspension of the owner's driving privileges, loss of all points and other unspecified penalties.

Force Vs. Absolute Velocity

- LF\*
- RF\*
- LR\*
- RR\*

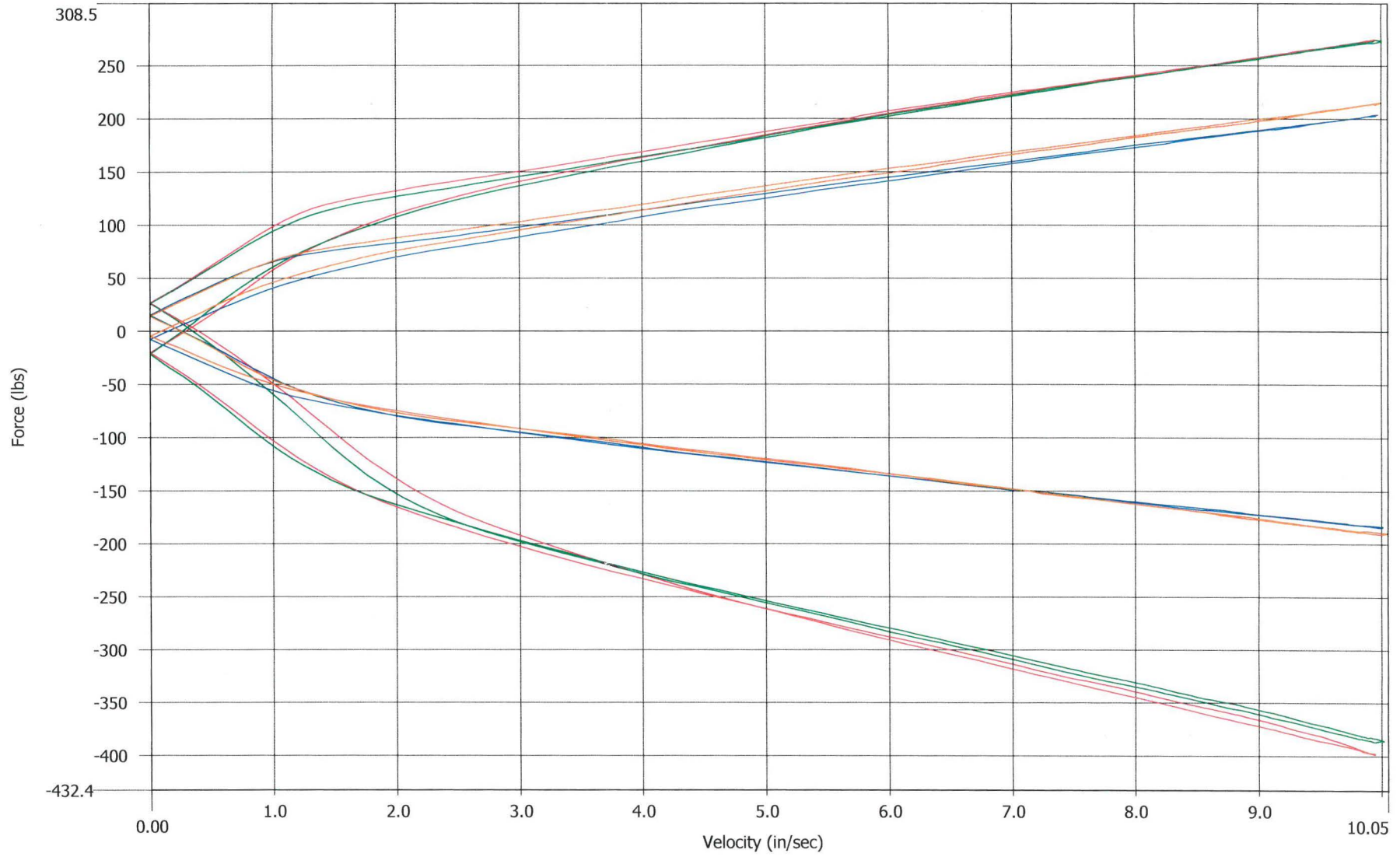


JOHN ORZECOWSKI  
7300 SERIES  
BEFORE SERVICE  
7-19-16



# Force Vs. Absolute Velocity

- LF\*
- RF\*
- LR\*
- RR\*



JOHN ORZECOWSKI  
7300 SERIES  
AFTER SERVICE  
7-19-16

"SHARROW"

# CHASSIS SETUP SHEET

DATE: 11-19-16  
 CAR: BGN THUNDERBOLT #11  
 TRACK: SUMMIT POINT

**LF**

Tire Pressure: 30 PSI  
 Tire Size: D4590  
 Shock Compression: \_\_\_\_\_  
 Shock Rebound: \_\_\_\_\_  
 Spring Rate: 800  
 Anti-Dive & Slugs: 0° (0-0)  
 Camber & Shims: -2 3/8" 1/2 + 1/8 + 1/16  
 Caster & Slugs: +6.0° (1/8 - 1/8) 20° SWAYBAR  
 Ride Height: 5 3/8"  
 Upper A-Arm Angle: 20.2°  
 Wheel Spacers: 1/8"

**RF**

Tire Pressure: 30 PSI  
 Tire Size: D4590  
 Shock Compression: \_\_\_\_\_  
 Shock Rebound: \_\_\_\_\_  
 Spring Rate: 800  
 Anti-Dive & Slugs: 0° (0-0)  
 Camber & Shims: -2 1/4" 1/2 + 1/8 + 1/16  
 Caster & Slugs: +6.0° (3/16 - 3/16) 20° SWAYBAR  
 Ride Height: 6"  
 Upper A-Arm Angle: 18.3°  
 Wheel Spacers: 1/8"

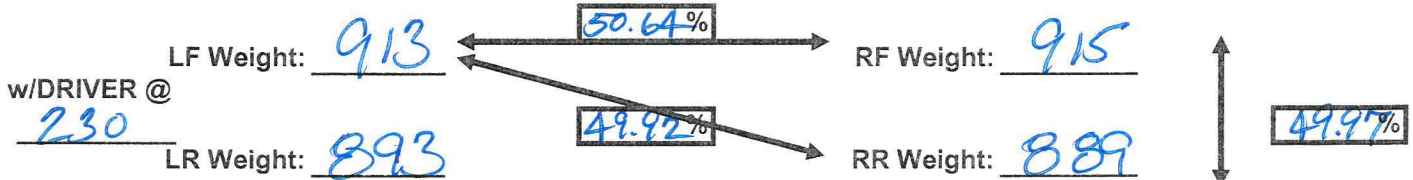
Front Valence Height: LF= 4" RF= 4 1/8"  
 Front / Rear Brake Bias: FRONT: 550 REAR: 500  
 Front Toe-Out: 1/8"  
 Front Sway Bar: 1 1/8" HOLLOW / NEUTRAL  
 Rear Sway Bar: 5/8" SOLID / NEUTRAL  
 Rear End Ratio: 4.22:1  
 Rear Pinion Angle: 3.1° DOWN SHIM: 2.0°  
 Track Bar Height: LR= 10 3/8" RR= 10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

**LR**

Tire Pressure: 30 PSI  
 Tire Size: D4590  
 Shock Compression: \_\_\_\_\_  
 Shock Rebound: \_\_\_\_\_  
 Spring Rate: 300  
 Camber: -1.5°  
 Ride Height: 6 1/4"  
 Trailing Arm Angle: 0.9° ↑ REAR  
 Wheel Spacers: 1/4"

**RR**

Tire Pressure: 30 PSI  
 Tire Size: D4590  
 Shock Compression: \_\_\_\_\_  
 Shock Rebound: \_\_\_\_\_  
 Spring Rate: 300  
 Camber: -1.5°  
 Ride Height: 7"  
 Trailing Arm Angle: 1.0° ↑ REAR  
 Wheel Spacers: 1/8"



Cross Weight (LF+RR): 1802      Right-Side Weight (RF+RR): 1804  
 Front Weight (LF+RF): 1828      TOTAL (LF+RF+LR+RR): 3610

- NOTES: \* TOTAL WEIGHT w/DRIVER = 3610  
 \* HOBBS = 95.6  
 \* REPAINTED LF FENDER & REPAINTED NOSE  
 \* REPAINTED FRONT PLIP  
 \* INSTALLED FALCONER, NEW OIL COOLER TRANS  
 \* REDUCED (4) CALIPERS, NEW REAR MASTER CYLINDER  
 \* BLEWED ALL (4) WHEELS w/ MIGHTY VAC  
 \* INSTALLED SMARTY CAM & SOLID DL



Track/Event: SUMMIT POINT / TURKEY BOWL

Date: 11-25-2016 Time: 9:00 AM

Weather & Conditions: 42°F 70% RH WIND 3mph (N)

Lap Times:

- 1) 2 (m) 07 . 07 (s)
- 2) 1 (m) 57 . 61 (s)
- 3) 1 (m) 32 . 32 (s)
- 4) 1 (m) 27 . 53 (s)
- 5) 1 (m) 30 . 18 (s)
- \* 6) 1 (m) 25 . 08 (s)
- 7) 1 (m) 25 . 24 (s)
- 8) 2 (m) 40 . 25 (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
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes:

FIRST SHAKEDOWN RUN  
AFTER 7 YEARS

HOBBS START: \_\_\_\_\_  
HOBBS STOP: \_\_\_\_\_ 14 min

MILES: 16

ENGINE OIL TEMP: 180  
ENGINE WATER TEMP: 160

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



Track/Event: SUMMIT POINT / TURKEY BOWL

Date: 11-25-2016 Time: 10:40 AM

Weather & Conditions: 45°F 70%RH WIND 3 mph (W)

Lap Times:

- |                                    |                         |
|------------------------------------|-------------------------|
| 1) <u>2</u> (m) <u>34.54</u> (s)   | 11) _____ (m) _____ (s) |
| 2) <u>1</u> (m) <u>38.07</u> (s)   | 12) _____ (m) _____ (s) |
| 3) <u>1</u> (m) <u>30.25</u> (s)   | 13) _____ (m) _____ (s) |
| 4) <u>1</u> (m) <u>58.99</u> (s)   | 14) _____ (m) _____ (s) |
| 5) <u>1</u> (m) <u>26.04</u> (s)   | 15) _____ (m) _____ (s) |
| 6) <u>1</u> (m) <u>22.44</u> (s)   | 16) _____ (m) _____ (s) |
| 7) <u>1</u> (m) <u>24.47</u> (s)   | 17) _____ (m) _____ (s) |
| * 8) <u>1</u> (m) <u>21.74</u> (s) | 18) _____ (m) _____ (s) |
| 9) <u>2</u> (m) <u>11.92</u> (s)   | 19) _____ (m) _____ (s) |
| 10) _____ (m) _____ (s)            | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes:

CONTACT W/1985 ALFA ROMEO

ON LAP 3 - TURN 10

-MINOR PAINT DAMAGE TO RF, CHECKED TIRES, OK!!

HOBBS START: \_\_\_\_\_  
HOBBS STOP: \_\_\_\_\_ 16 min

MILES: 18

ENGINE OIL TEMP: 180  
ENGINE WATER TEMP: 160

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

Track/Event: SUMMIT POINT/TURKEY BOWL

Date: 11-25-2016 Time: 3:00 pm

Weather & Conditions: 56°F 70%RH WIND 3mph (W)

Lap Times:

- |                                    |                                   |
|------------------------------------|-----------------------------------|
| 1) <u>2</u> (m) <u>52.01</u> (s)   | 11) <u>1</u> (m) <u>22.93</u> (s) |
| 2) <u>1</u> (m) <u>33.67</u> (s)   | 12) <u>1</u> (m) <u>22.04</u> (s) |
| 3) <u>1</u> (m) <u>26.14</u> (s)   | 13) <u>1</u> (m) <u>22.18</u> (s) |
| 4) <u>1</u> (m) <u>22.25</u> (s)   | 14) <u>1</u> (m) <u>21.86</u> (s) |
| 5) <u>1</u> (m) <u>22.13</u> (s)   | 15) <u>2</u> (m) <u>51.14</u> (s) |
| 6) <u>1</u> (m) <u>22.18</u> (s)   | 16) _____ (m) _____ (s)           |
| 7) <u>1</u> (m) <u>22.51</u> (s)   | 17) _____ (m) _____ (s)           |
| * 8) <u>1</u> (m) <u>21.40</u> (s) | 18) _____ (m) _____ (s)           |
| 9) <u>1</u> (m) <u>23.25</u> (s)   | 19) _____ (m) _____ (s)           |
| 10) <u>1</u> (m) <u>22.85</u> (s)  | 20) _____ (m) _____ (s)           |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes:

BRAKES PEDAL WAS GETTING  
LONG. HAD PUMP THE BRAKES  
BEFORE EACH TURN!!  
\*-BLED BRAKES  
BEFORE NEXT SESSION

HOBBS START: \_\_\_\_\_  
HOBBS STOP: \_\_\_\_\_ 24 min

MILES: 30

ENGINE OIL TEMP: 190  
ENGINE WATER TEMP: 160

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



Track/Event: SUMMIT POINT / TURKEY BOWL  
 Date: 11-26-2016 Time: 10:40 AM  
 Weather & Conditions: 42°F 70% RH BREEZY

Lap Times:

- |                                    |                         |
|------------------------------------|-------------------------|
| 1) <u>2</u> (m) <u>53.04</u> (s)   | 11) _____ (m) _____ (s) |
| 2) <u>1</u> (m) <u>29.23</u> (s)   | 12) _____ (m) _____ (s) |
| 3) <u>1</u> (m) <u>24.29</u> (s)   | 13) _____ (m) _____ (s) |
| 4) <u>1</u> (m) <u>23.21</u> (s)   | 14) _____ (m) _____ (s) |
| 5) <u>1</u> (m) <u>23.58</u> (s)   | 15) _____ (m) _____ (s) |
| 6) <u>1</u> (m) <u>22.75</u> (s)   | 16) _____ (m) _____ (s) |
| 7) <u>1</u> (m) <u>23.83</u> (s)   | 17) _____ (m) _____ (s) |
| * 8) <u>1</u> (m) <u>22.43</u> (s) | 18) _____ (m) _____ (s) |
| 9) <u>3</u> (m) <u>06.15</u> (s)   | 19) _____ (m) _____ (s) |
| 10) _____ (m) _____ (s)            | 20) _____ (m) _____ (s) |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes: RACE #2

BLIND BRAKES BEFORE

RACE. PEDAL WAS GOOD.

TRACK WAS COLD AS WELL AS THE CAR.

HOBBS START: \_\_\_\_\_  
 HOBBS STOP: \_\_\_\_\_ 16 min

MILES: 18

ENGINE OIL TEMP: 180  
 ENGINE WATER TEMP: 160

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



Track/Event: SUMMIT POINT / TURKEY BOWL

Date: 11-26-2016 Time: 12:00 pm

Weather & Conditions: 45°F 70%RH BREEZY

Lap Times:

1 { 1) 1 (m) 40.47 (s)  
 2) 2 (m) 05.45 (s)  
 2 { 3) 1 (m) 37.75 (s)  
 4) 2 (m) 12.87 (s)  
 3 { 5) 1 (m) 37.63 (s)  
 6) 2 (m) 15.05 (s)  
 4 { 7) 1 (m) 31.37 (s)  
 8) 2 (m) 04.05 (s)  
 5 { 9) 1 (m) 32.92 (s)  
 10) 1 (m) 54.96 (s)

6 { 11) 1 (m) 33.66 (s)  
 12) 2 (m) 07.94 (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
°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:

HPH CHARITY RIDES  
WENDY'S RIDE = #6  
145 MPA

HOBBS START: \_\_\_\_  
HOBBS STOP: \_\_\_\_ 24 MIN

MILES: 24

ENGINE OIL TEMP: —  
ENGINE WATER TEMP: —

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

Track/Event: SUMMIT POINT / TURKEY BOWL

Date: 11-26-2016 Time: 2:00 PM

Weather & Conditions: 46° F 70% RA BREEZY

Lap Times:

- |                                   |                                    |
|-----------------------------------|------------------------------------|
| 1) <u>2</u> (m) <u>38.19</u> (s)  | 11) <u>1</u> (m) <u>20.99</u> (s)  |
| 2) <u>1</u> (m) <u>25.91</u> (s)  | 12) <u>1</u> (m) <u>20.40</u> (s)  |
| 3) <u>1</u> (m) <u>21.81</u> (s)  | 13) <u>1</u> (m) <u>20.95</u> (s)  |
| 4) <u>1</u> (m) <u>21.72</u> (s)  | *14) <u>1</u> (m) <u>19.73</u> (s) |
| 5) <u>1</u> (m) <u>20.58</u> (s)  | 15) <u>2</u> (m) <u>52.48</u> (s)  |
| 6) <u>1</u> (m) <u>21.68</u> (s)  | 16) _____ (m) _____ (s)            |
| 7) <u>1</u> (m) <u>23.87</u> (s)  | 17) _____ (m) _____ (s)            |
| 8) <u>1</u> (m) <u>21.41</u> (s)  | 18) _____ (m) _____ (s)            |
| 9) <u>1</u> (m) <u>21.85</u> (s)  | 19) _____ (m) _____ (s)            |
| 10) <u>1</u> (m) <u>20.98</u> (s) | 20) _____ (m) _____ (s)            |

LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes:

RACE #3 - BRAKES FEEL GOOD!  
TURNED 1:19.73 CHASSING  
BOSS 302 MUSTANG

HOBBS START: \_\_\_\_\_  
HOBBS STOP: \_\_\_\_\_ 24 mzn

MILES: 30

ENGINE OIL TEMP: 190  
ENGINE WATER TEMP: 180

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



Track/Event: SUMMIT POINT / TURKEY BOWL

Date: 11-26-2016 Time: 3:00 pm

Weather & Conditions: 46°F 70% RH BREEZY

Lap Times:

- 1) 1 (m) 27.34 (s)
- \* 2) 1 (m) 21.04 (s)
- 3) 1 (m) 21.64 (s)
- 4) 2 (m) 42.81 (s)
- 5) \_\_\_\_ (m) \_\_\_\_ . \_\_\_\_ (s)
- 6) \_\_\_\_ (m) \_\_\_\_ . \_\_\_\_ (s)
- 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
°F	°F	°F

Cold: 20? (psi) Hot: \_\_\_\_ (psi)

RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20? (psi) Hot: \_\_\_\_ (psi)

LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19? (psi) Hot: \_\_\_\_ (psi)

RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19? (psi) Hot: \_\_\_\_ (psi)

Notes: "RELAY RACE"

TIRE PRESSURES WERE

UP, NEED TO RESET

NEXT TIME

HOBBS START: \_\_\_\_  
HOBBS STOP: \_\_\_\_ 7 min

MILES: 8

ENGINE OIL TEMP: \_\_\_\_  
ENGINE WATER TEMP: \_\_\_\_

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



Track/Event: SUMMIT POINT / TURKEY BOWL

Date: 11-27-2016 Time: 11:15 AM

Weather & Conditions: 45° F 59% RA WIND 7mph (NW)

### Lap Times:

- |                                    |                                   |
|------------------------------------|-----------------------------------|
| 1) <u>2</u> (m) <u>17.48</u> (s)   | 11) <u>1</u> (m) <u>22.05</u> (s) |
| 2) <u>1</u> (m) <u>26.17</u> (s)   | 12) <u>1</u> (m) <u>20.49</u> (s) |
| 3) <u>1</u> (m) <u>20.99</u> (s)   | 13) <u>1</u> (m) <u>21.56</u> (s) |
| 4) <u>1</u> (m) <u>21.22</u> (s)   | 14) <u>1</u> (m) <u>21.39</u> (s) |
| 5) <u>1</u> (m) <u>20.68</u> (s)   | 15) <u>1</u> (m) <u>22.95</u> (s) |
| * 6) <u>1</u> (m) <u>19.26</u> (s) | 16) <u>2</u> (m) <u>44.84</u> (s) |
| 7) <u>1</u> (m) <u>20.17</u> (s)   | 17) _____ (m) _____ (s)           |
| 8) <u>1</u> (m) <u>21.88</u> (s)   | 18) _____ (m) _____ (s)           |
| 9) <u>1</u> (m) <u>20.66</u> (s)   | 19) _____ (m) _____ (s)           |
| 10) <u>1</u> (m) <u>19.56</u> (s)  | 20) _____ (m) _____ (s)           |

### LEFT FRONT

Outside	Middle	Inside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

### RIGHT FRONT

Inside	Middle	Outside
°F	°F	°F

Cold: 20 (psi) Hot: \_\_\_\_\_ (psi)

### LEFT REAR

Outside	Middle	Inside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

### RIGHT REAR

Inside	Middle	Outside
°F	°F	°F

Cold: 19 (psi) Hot: \_\_\_\_\_ (psi)

Notes: \_\_\_\_\_

- CHANGE RF TIRE (CORD SHOWN)

HOBBS START: \_\_\_\_\_  
HOBBS STOP: \_\_\_\_\_ 24 min

- CHANGED RF CAMBER SHIMS

MILES: 32

[WAS  $\frac{1}{4}$ " +  $\frac{3}{16}$ " ]

ENGINE OIL TEMP: 210  
ENGINE WATER TEMP: 190

[NOW  $\frac{1}{4}$ " +  $\frac{1}{16}$ " ]

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

REMOVED  $\frac{1}{8}$ "

Track/Event: SUMMIT POINT / TURKEY BOWL

Date: 11-27-2016 Time: 1:45 PM

Weather & Conditions: 50°F 59%RH WIND 7mph (Wald)

Lap Times:

- 1) 2 (m) 08 . 90 (s)
- 2) 1 (m) 29 . 04 (s)
- 3) 1 (m) 26 . 18 (s)
- 4) 1 (m) 27 . 40 (s)
- 5) 1 (m) 26 . 61 (s)
- 6) 1 (m) 26 . 81 (s)
- 7) 1 (m) 25 . 99 (s)
- 8) 1 (m) 27 . 61 (s)
- 9) 1 (m) 38 . 91 (s)
- 10) 1 (m) 21 . 16 (s)

- 11) 1 (m) 21 . 61 (s)
- \* 12) 1 (m) 21 . 04 (s)
- 13) 2 (m) 11 . 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
°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:

RACED WITH 1965 MUSTANG  
FOR THE FIRST 8 LAPS.  
THEN HAD THE TRACK  
TO MYSELF!

HOBBS START: \_\_\_\_\_  
 HOBBS STOP: \_\_\_\_\_ 21 min

MILES: 26

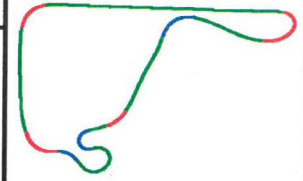
ENGINE OIL TEMP: 210  
 ENGINE WATER TEMP: 190

TOTAL TIME ON FILTER = 3.3  
TIME = 2.8 MILEAGE = 202

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

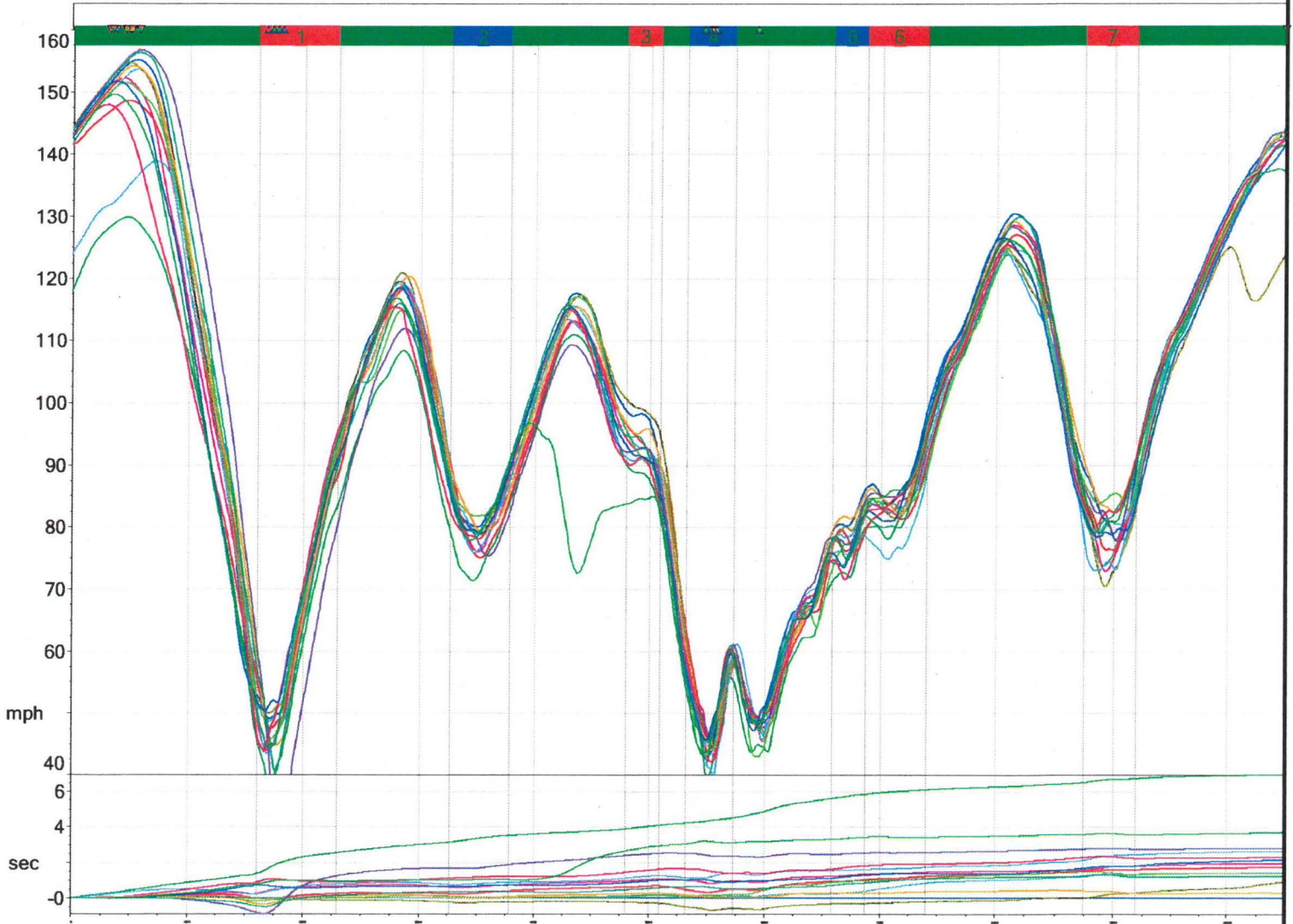


# Race Studio Analysis - Racing Data Acquisition System



Name: JAOTThunderbird27112016  
Date: 27-11-16 11:15:06  
Track: SummitPoint  
Vehicle: Thunderbird  
Driver: JAO  
Note: Turkey Bowl 2016 - RACE #4 Brakes worked well, but the car was pushing late in the race.

Data: JAOTThunderbird27112016 - 7 01.19.260 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 3 01.26.168 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 4 01.20.993 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 5 01.21.222 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 6 01.20.675 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 8 01.20.166 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 9 01.21.879 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 10 01.20.660 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 11 01.19.555 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 12 01.22.050 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 13 01.20.490 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 14 01.21.561 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 15 01.21.389 - GPS\_Speed [mph]  
JAOTThunderbird27112016 - 16 01.22.944 - GPS\_Speed [mph]



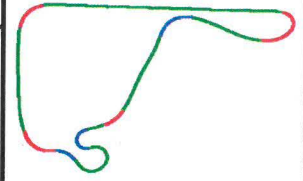
John Orzechowski Racing



Historic Stockcar Racing



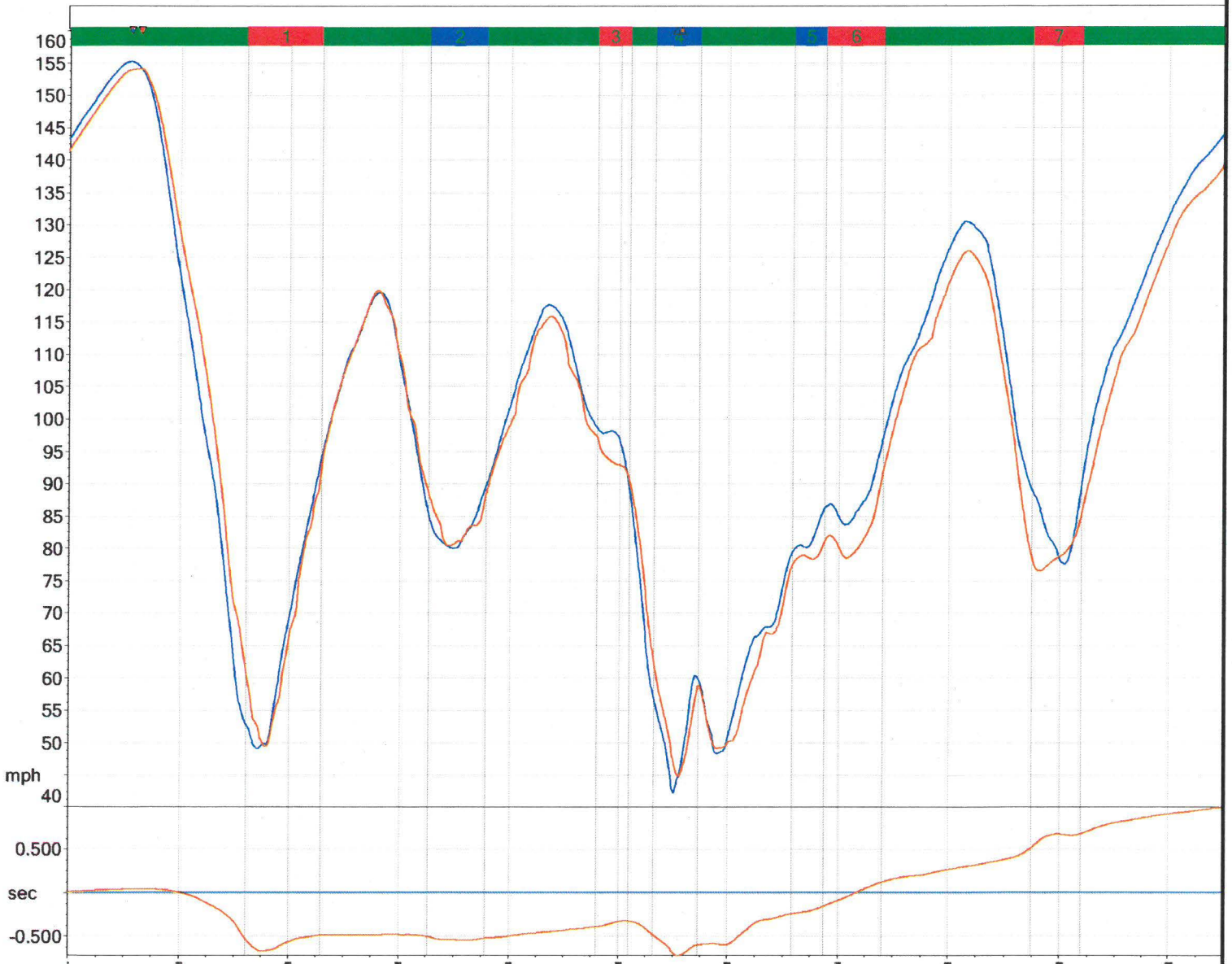
Race Studio Analysis - Racing Data Acquisition System



Name: JAOThunderbird27112016  
Date: 27-11-16 11:15:06  
Track: SummitPoint  
Vehicle: Thunderbird  
Driver: JAO  
Note: Turkey Bowl 2016 - RACE #4 Brakes worked well, but the car was pushing late in the race.

Name: JAOMonteCarlo27112015\_001  
Date: 27-11-15 15:47:54  
Track: SummitPoint  
Vehicle: MonteCarlo  
Driver: JAO  
Note: Turkey Bowl 2015 - RACE #2

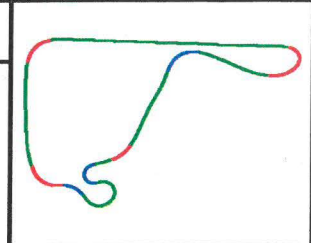
Data: JAOThunderbird27112016 - 7 01.19.260 - GPS\_Speed [mph]  
JAOMonteCarlo27112015\_001 - 19 01.20.239 - GPS\_Speed [mph]



John Orzechowski Racing

Historic Stockcar Racing

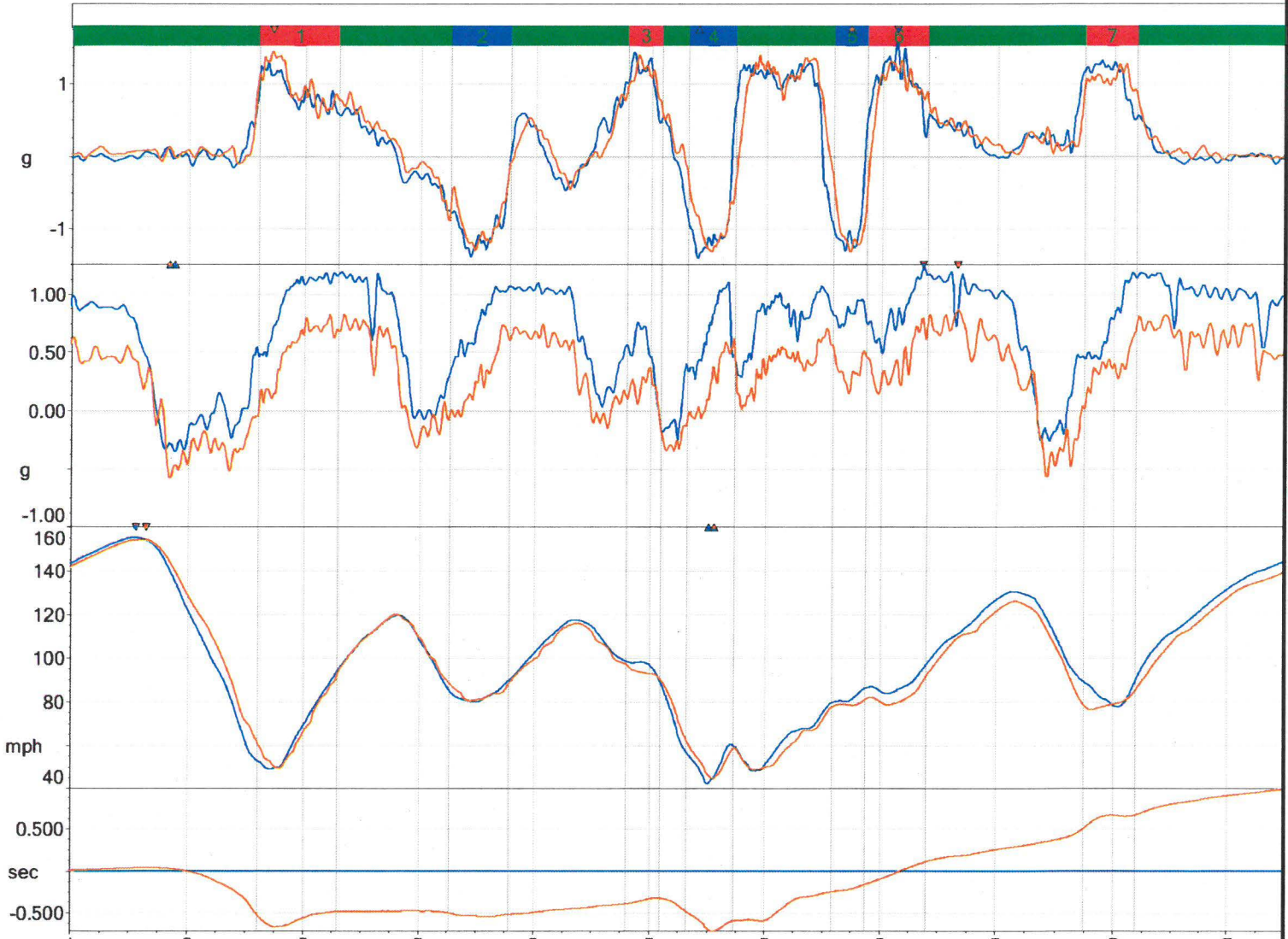
# Race Studio Analysis - Racing Data Acquisition System



Name: JAOTThunderbird27112016  
Date: 27-11-16 11:15:06  
Track: SummitPoint  
Vehicle: Thunderbird  
Driver: JAO  
Note: Turkey Bowl 2016 - RACE #4 Brakes worked well, but the car was pushing late in the race.

Name: JAOMonteCarlo27112015\_001  
Date: 27-11-15 15:47:54  
Track: SummitPoint  
Vehicle: MonteCarlo  
Driver: JAO  
Note: Turkey Bowl 2015 - RACE #2

Data: JAOTThunderbird27112016 - 7 01.19.260 - Acc\_Laterale [g]  
JAOTThunderbird27112016 - 7 01.19.260 - Acc\_Longitudin [g]  
JAOTThunderbird27112016 - 7 01.19.260 - GPS\_Speed [mph]  
JAOMonteCarlo27112015\_001 - 19 01.20.239 - Acc\_Laterale [g]  
JAOMonteCarlo27112015\_001 - 19 01.20.239 - Acc\_Longitudin [g]  
JAOMonteCarlo27112015\_001 - 19 01.20.239 - GPS\_Speed [mph]



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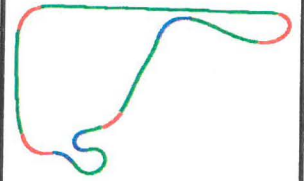


Historic Stockcar Racing



## Race Studio Analysis - Racing Data Acquisition System

Name: JAOTThunderbird27112016  
 Date: 27-11-16 11:15:06  
 Track: SummitPoint  
 Vehicle: Thunderbird  
 Driver: JAO  
 Note: Turkey Bowl 2016 - RACE #4 Brakes worked well, but the car was pushing late in the race.



		1	2	3	4	5	6					
		histo	histo	histo	histo	histo	histo	histo	histo	histo	histo	histo
Absolute split times												
Thunderbird27	run 1 lap 3	10.974	8.623	6.790	4.679	6.824	2.339	2.263	5.875	10.689	2.706	4.316
Thunderbird27	run 1 lap 4	9.622	7.694	6.225	4.468	6.696	2.200	1.956	5.607	10.062	2.570	4.273
Thunderbird27	run 1 lap 5	9.879	7.897	6.166	4.418	6.720	2.241	2.085	5.559	9.907	2.582	4.201
Thunderbird27	run 1 lap 6	9.655	7.453	6.193	4.320	6.582	2.225	2.064	5.595	9.752	2.624	4.540
Thunderbird27112	run 1 lap 7	9.649	7.455	6.214	4.308	6.469	2.138	2.149	5.598	9.618	2.469	4.085
Thunderbird27	run 1 lap 8	9.561	7.367	6.082	4.305	6.454	2.082	1.933	5.507	9.852	2.492	4.166
Thunderbird27	run 1 lap 9	9.869	8.039	6.193	4.431	6.723	2.272	2.051	5.896	9.737	2.531	4.219
Thunderbird27	run 1 lap 10	9.436	7.603	6.303	4.225	6.478	2.236	2.030	5.747	10.275	2.567	4.197
Thunderbird27	run 1 lap 11	9.308	7.896	6.193	4.342	6.638	2.183	2.054	5.486	9.885	2.462	4.178
Thunderbird27	run 1 lap 12	8.808	9.526	6.657	4.517	6.986	2.265	2.139	5.465	9.716	2.558	4.111
Thunderbird27	run 1 lap 13	9.182	8.051	6.429	4.327	6.570	2.246	2.222	5.486	9.793	2.627	4.311
Thunderbird27	run 1 lap 14	10.471	7.503	6.428	4.402	6.689	2.313	2.178	5.359	9.816	2.678	4.154
Thunderbird27	run 1 lap 15	10.347	7.374	6.291	4.369	6.621	2.281	2.176	5.504	9.835	2.637	4.198
Thunderbird27	run 1 lap 16	10.370	7.616	6.248	4.314	8.041	2.432	2.236	5.661	9.771	2.584	4.074
Minimum value		8.808	7.367	6.082	4.225	6.454	2.082	1.933	5.359	9.618	2.462	4.074
Maximum value		10.974	9.526	6.790	4.679	8.041	2.432	2.263	5.896	10.689	2.706	4.540
Average value		9.795	7.864	6.315	4.387	6.749	2.247	2.110	5.596	9.908	2.578	4.216
Std deviation		0.577	0.590	0.199	0.113	0.399	0.086	0.102	0.155	0.276	0.073	0.119
Theoretical best lap												
Thunderbird27	best	8.808	7.367	6.082	4.225	6.454	2.082	1.933	5.359	9.618	2.462	4.074
Best rolling lap												
Thunderbird27	run 1 lap 7									9.618	2.469	4.085
Thunderbird27	run 1 lap 8	9.561	7.367	6.082	4.305	6.454	2.082	1.933	5.507			
Split time differences from best lap within test												
Thunderbird27	run 1 lap 3	1.325	1.168	0.576	0.371	0.355	0.201	0.114	0.277	1.071	0.237	0.232
Thunderbird27	run 1 lap 4	-0.026	0.240	0.011	0.161	0.228	0.062	-0.193	0.009	0.444	0.100	0.188
Thunderbird27	run 1 lap 5	0.230	0.442	-0.048	0.110	0.251	0.103	-0.064	-0.040	0.289	0.113	0.116
Thunderbird27	run 1 lap 6	0.006	-0.001	-0.021	0.013	0.114	0.087	-0.085	-0.003	0.134	0.155	0.455
Thunderbird27112	run 1 lap 7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Thunderbird27	run 1 lap 8	-0.087	-0.088	-0.133	-0.003	-0.015	-0.056	-0.216	-0.092	0.235	0.023	0.082
Thunderbird27	run 1 lap 9	0.220	0.584	-0.022	0.124	0.255	0.134	-0.098	0.298	0.119	0.062	0.134
Thunderbird27	run 1 lap 10	-0.213	0.148	0.089	-0.083	0.010	0.099	-0.119	0.149	0.657	0.097	0.112
Thunderbird27	run 1 lap 11	-0.341	0.441	-0.021	0.034	0.169	0.045	-0.095	-0.113	0.267	-0.008	0.093
Thunderbird27	run 1 lap 12	-0.841	2.072	0.443	0.209	0.517	0.127	-0.010	-0.133	0.098	0.088	0.026
Thunderbird27	run 1 lap 13	-0.466	0.596	0.215	0.020	0.101	0.108	0.073	-0.113	0.175	0.157	0.226
Thunderbird27	run 1 lap 14	0.822	0.048	0.214	0.094	0.221	0.175	0.029	-0.239	0.198	0.209	0.070
Thunderbird27	run 1 lap 15	0.698	-0.081	0.077	0.062	0.153	0.143	0.027	-0.095	0.217	0.168	0.114
Thunderbird27	run 1 lap 16	0.722	0.161	0.034	0.006	1.572	0.294	0.087	0.063	0.153	0.115	-0.011

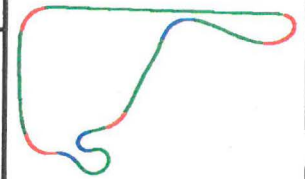
*John Orzechowski Racing*



Thunderbird 27



Race File Analysis - Racing Data Acquisition System



Name: JAOTThunderbird2/112016  
 Date: 27-11-16 11:15:06  
 Track: SummitPoint  
 Vehicle: Thunderbird  
 Driver: JAO  
 Note: Turkey Dev 1 2016 - R: CE #4 - Brakes worked well, but the car was pushing into the race

7			
histo	histo	histo	
Absolute split times			
8.528	3.914	7.648	01.26.168
8.423	3.793	7.404	01.20.993
8.270	3.897	7.400	01.21.222
8.552	3.760	7.359	01.20.675
8.135	3.706	7.268	01.19.260
8.310	3.999	8.056	01.20.166
8.530	4.028	7.359	01.21.879
8.458	3.577	7.527	01.20.660
8.184	3.577	7.169	01.19.555
8.325	3.705	7.272	01.22.050
8.271	3.684	7.293	01.20.490
8.489	3.655	7.426	01.21.561
8.423	3.841	7.491	01.21.389
8.236	3.680	7.681	01.22.944
8.135	3.577	7.169	
8.552	4.028	8.056	
8.367	3.773	7.454	
0.137	0.145	0.225	
Theoretical best lap			
8.135	3.577	7.169	01.17.343
Best rolling lap			
8.135	3.706	7.268	
			01.18.570
Split time differences from best lap within test			
0.393	0.208	0.381	00.06.908
0.288	0.087	0.136	00.01.733
0.135	0.191	0.132	00.01.962
0.417	0.054	0.091	00.01.415
0.000	0.000	0.000	00.00.000
0.175	0.293	0.789	00.00.906
0.395	0.322	0.092	00.02.619
0.323	-0.130	0.260	00.01.400
0.049	-0.129	-0.098	00.00.295
0.190	-0.001	0.005	00.02.790
0.136	-0.022	0.025	00.01.230
0.354	-0.052	0.158	00.02.301
0.288	0.135	0.224	00.02.129
0.101	-0.026	0.414	00.03.684



John G. Gochowski Racing

Historic - Summit Point



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-M1336694

Date Rec'd : Dec 2, 2016

Sample Date : Nov 27, 2016

Diagnostician : Don Baldrige

**RECOMMENDATION**

Resample at the next service interval to monitor.

Sample Date	02/19/09	06/14/09	05/31/16	Current	UOM
Time on Unit	19.1	22.2	1	3.8	hrs
Time on Oil	1	3.1	1	2.8	hrs
Time on Fltr	1	3.1	1	2.8	hrs
Oil Maint.	changed	changed	changed	not chg	---
Filter Maint.	changed	changed	changed	not chg	---

**CONTAMINATION**

There is no indication of any contamination in the component.

Sample Date	02/19/09	06/14/09	05/31/16	Current	Abn
Silicon	4.3	4.2	63	29	30
Potassium	0.0	0.0	9.5	2.3	20
Sodium	68	335	15	6.4	80
Fuel (%)	<2.0	<2.0	<2.0	<2.0	4.0
Glycol	---	---	---	---	0.06
Water (%)	<0.1	<0.1	<0.1	<0.1	0.2
Soot (%)	0	0	0	0	---
Sulfation (%)	10	6	10	8	100
Nitration (%)	5	3	5	3	100

**WEAR**

All component wear rates are normal.

Sample Date	02/19/09	06/14/09	05/31/16	Current	Abn
Iron	13	30	24	11	150
Nickel	1.2	0.7	1.1	0.0	5
Chromium	0.7	0.9	1.1	0.8	20
Titanium	5.1	11	8.4	10	---
Copper	1.3	4.6	13	9.1	155
Aluminum	4.2	8.1	16	16	40
Tin	0.0	0.3	0.0	0.6	10
Lead	393	1075	317	702	50
Silver	0.0	0.0	0.0	0.0	2

**OIL CONDITION**

Oil Type: 22 QTS of JGR XP5

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

Sample Date	02/19/09	06/14/09	05/31/16	Current	Base
Boron	11	1.1	2.1	10	---
Barium	0.0	0.5	0.1	0.0	---
Calcium	2380	1467	1441	455	---
Magnesium	18	6.5	17	3.4	---
Molybdenum	3.1	1.4	34	329	---
Sodium	68	335	15	6.4	---
Phosphorus	789	771	1597	1019	---
Sulfur	4011	2723	8078	4586	---
Zinc	822	763	1618	1063	---
Visc 40°C (cSt)	---	---	---	---	---
Visc 100°C (cSt)	18.79	16.72	17.1	17.25	---
VI	---	---	---	---	---
Oxidation (%)	11	6	10	6	---

# 1997 Thunderbird - #11

<u>TRACK</u>	<u>DATE</u>	<u>TOTAL TIME</u>	<u>TOTAL MILES</u>	<u>TRANS</u>
DYNO @ L&B	July-07	2.0	0	1541
VIR	August-07	3.3	164	164
SEBRING	December-07	5.0	235	235
WATKINS GLEN	June-08	5.5	272	272
VIR	September-08	2.3	119	119
DYNO @ L&B	February-09	0.5	0	
	<b>SUB-TOTAL---</b>	<b>18.6</b>	<b>790</b>	<b>2331</b>
WATKINS GLEN	June-09	3.1	163	163
Back at L&B	August-09	-	-	
Back at Kriner's	January-15	-	-	
	<b>SUB-TOTAL---</b>	<b>3.1</b>	<b>163</b>	<b>163</b>
	<b>GRAND TOTAL ---&gt;</b>	<b>21.7</b>	<b>953</b>	<b>163</b>
DYNO @ KRINERS	May-16	1.0	0	0
SUMMIT POINT	November-16	2.8	202	202
	<b>SUB-TOTAL---</b>	<b>3.8</b>	<b>202</b>	<b>365</b>

\*\* Engine was rebuilt using new block and domed pistons, 7/18/2007

\*\* Engine scheduled for routine yearly maintenance 2/20/09

\*\* Transmission had chipped a gear, sent to G-Force to rebuild 2/27/2009

\*\* Engine back at L&B with stuck #61 lifter 8/8/2009

\*\* Engine delivered to Kriner's Racing Engines in Chambersburg, PA 1/24/2015

\*\* Engine status update as of 7/29/2015, we are in the top 12 out of 24.

\*\* Engine rebuilt and updated by Kriners Racing Engines, Chambersburg, PA 5/31/2016