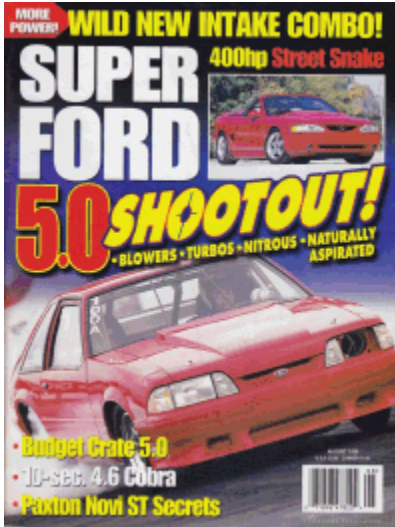


EXCERPTS

By: Steve Turner Super Ford Magazine August 1998



Dan Schnetzer's Red 93 LX rolled off the trailer looking like a new cheerleader at school. The car was gorgeously prepared and with a shakedown pass clocking it a 8.65/138, we were expecting this car to exhibit some cartwheeling 8-second school spirit. Unfortunately, electronic gremlins plagued Turbo Don to the point he never really got off a clean pass.

"I made a few changes and it's a real problem right now," Schnetzer said. " Well the car is breaking up. It seems like it is getting too much fuel out of the car and it's not making any change. I've pulled 25 percent of the fuel out and it's still doing the same thing. I put a new coil on the car. That could be it. I'm trying to go through the things I changed since the last time I was out. It ran great at Atco, but I couldn't get enough fuel through it." At least he made the cover.

Jeff Lipscomb and his friends made the long haul from Oklahoma to run their unique turbo/nitrous coupe. However, this turbo car was also plagued by gremlins. "At about 4 or 5 pounds of boost, it's flat. It's running out of fuel," Lipscomb said. "The FMU is not kicking up the fuel pressure enough. Anything more than 4 pounds of boost, it leans out."

Though he and his crew struggled in vain to get the car running like it should--in the low tens--Lipscomb took it in stride. He was happy just to make it in the magazine--a wish we were more than happy to fulfill given the effort he made to run our event. In typical racer fashion, like the crew at CFM, the Lipscomb crew started with a bare car a week before the Shootout and installed the complete drivetrain in time to make the race. Now that's dedication.

Dedication to 5.0 racing is something that has only grown stronger. Despite the tuning struggles, we were happy to attract such a broad cross section of 5.0 performances to Shootout this year. It gives you an idea there are still unique ways to make your car faster than the next guy's.

As you browse through the tech sheets, you'll probably notice, as we did, that a number of the really quick cars are still running Trick Flow Street Heat aluminum cylinder heads. This speaks to how good those heads really were when they came out in the late '80s. It also shows that as the modern small-block race heads from Brodix, Edelbrock, Trick Flow, and others become more prevalent, these true-5.0 cars are bound for more sevens. That's next year, however, for the 10th Anniversary 5.0 Shootout. Note: The Tech Sheets may be seen between Pages 71 to 88

Excerpts written by: Steve Turner in the August 1998

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