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ENGINE MASTERS CHALLENGE: WESTERN REGION



Bob Wagenhals

Ten Point Racing • Conifer, CO

Tq: 454.7 Hp: 396.8 = 851.5

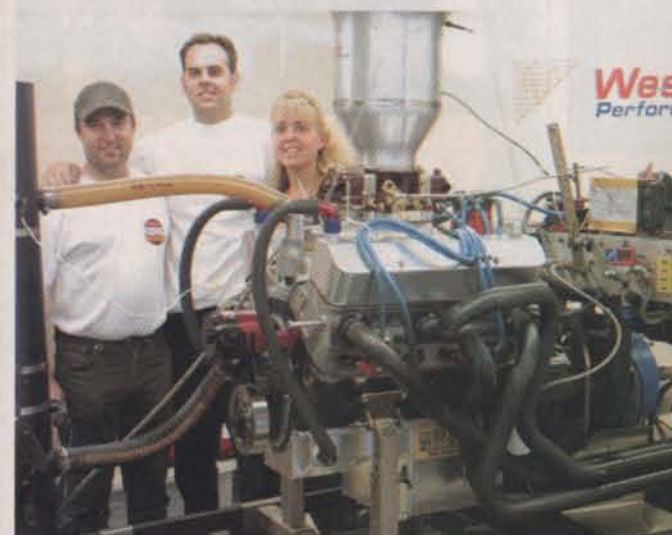
Look closely at the photograph of this Colorado-built, 365ci Mouse. It looks normal enough, right? Wrong. This engine wins the EMC 2002 award for "Most Insane Compression on Pump Gas." How's 16:1 sound? Impossible, you say? So did we, but it ran and made enough power to land in the fourth Wild Card slot. The Demon double pumper sitting on top of an Edelbrock/Wilson CNC manifold and a Wilson carb spacer must have helped breathe life into the Brodix cylinder heads to send it on its way to making the second-highest peak horsepower on the West Coast, which says a lot for maxing out your compression and running the right package. We don't know how the crew at Ten Point Racing did it, but we're sure going to find out.

Tony Manzer

Comptech • El Dorado Hills, CA

Tq: 459.7 Hp: 394.1 = 853.8

Here's the closest finish we saw at Westech. Like everyone else who entered this contest, the guys at Comptech brought along what they thought might work best. Comptech's motor was also the "Most GM" of any of the entrants, running a GMPP block, dual-plane intake manifold, cylinder heads, gaskets, and even GM roller rocker arms. All the General's parts, especially the dual-plane intake, helped to make a ton of low-end torque and send it on its way toward securing the third Wild Card slot. Compare its total score to the number two Wild Card engine belonging to Tom Nelson, which made much less low end, but a whole lot more top end power and you'll see what we mean. The 365ci Comptech Chevy finished just .07 of a point behind Nelson! The tragic irony here is that it may have beat Nelson if it had been equipped with a few different parts. Comptech's engine was the only entry without a carb spacer. And it ran a mechanical water pump, where as every other engine had an electric pump. We certainly don't have the final say on how much power either of those two parts could have added or taken away, but could it have been worth .07?



Tom Nelson

Nelson Racing Engines • Chatsworth, CA

Tq: 458.1 Hp: 396.4 = 854.5

Tom Nelson probably worked longer on his motor than any of the other competitors on this big bore, short stroke 359ci engine. And his hard worked showed, but Tom is also relatively young and new to this game when compared to old-timers like Joe Sherman and Ron Shaver. His youth inspired him to take some risks that obviously paid off. This motor wins the EMC 2002 award for "Wackiest Hydraulic Roller Grind", as Comp Cams ground some lobes with mild 236/236 degrees duration at .050 but then pushed the rest to the limit with, gulp, .858-inch net valve lift! Nelson worked late into many nights just getting the Comp Cams, pushrods, and rocker arms to work with that much lift. The Pro Action heads he used sported big-block sized 285cc intake ports too, so we know this Mouse had no trouble getting the air in. We guess that's one way to capture the number two Wild Card slot with only 10.4:1 compression.