

2013 Season

September

21 & 22 - Jamboree

We entered the Jamboree in Extreme. We were looking forward to running some good numbers against some tough quality cars. Unfortunately we didn't get a handle on the tune up and battled with converter. The converter is too tight and I am unable to push the converter past 2400rpm on the foot brake making it very hard to balance the fuel system with the converter to get it up on the two step limiter. It was decided to keep trying to get it to work on Saturday but come Sunday we parked it up on the stands for all to see.

All going well, the car won't be making it out to the track until we get this sorted. Steps have already been made so hopefully it won't be too long before we make it back out.

June

7, 8, 9 & 10 - Winternationals

The 2 year build of our new car had finally got us to our first race meeting. After testing for a couple of weekends now we finally got ourselves ready to race the Winternationals.

We were still having issues with getting the car up on the transbrake due to the final touches of the fuel system. Qualifying 1 was on Friday 7 June, we laid out a nice burn out in anticipation of a good launch. I brought the car into stage but the car would not come up on the 2 step so I left the line at 4100RPM and 5.2psi of boost. About 60m out from the start line the car came on boost very strongly and ran through to the top end and put a 7.93 @ 188.49 up on the score board. To say that we were happy was an understatement. With that pass we ran the fastest MPH for modified.

Qualifying 2 we missed due to testing the car on the transbrake.

Qualifying 3 was early evening so the track was a little cool. Still trying to get the car to be consistent with the transbrake, the car would car up on the transbrake in the pits, I laid down another good burn out. On the launch the car again drove off the line at 3489RPM at 2.7psi, the car again cleared itself around the 60m. This pass was a bit bumpy as the car skipped down the track with a lack of traction under the tyres. We managed to put up a 9.388 @ 180.28. When I got out of the car my eyes were blinking a fair bit and my legs were like jelly.

Round 1 of racing was on Saturday 8 June. We were quite confident with the fuel system changes we made overnight and the car was going to get the car up on the 2 step on this pass. I laid down a nice burn out but we were shut down once I stopped. During the burn out, the oil tank spewed oil on to the track causing our shut down. When we got back at the pits, we dropped the oil to find there was a bit of brass in the oil. Further investigation we found more brass so we knew we had some work ahead of ourselves. We got the car home to find that we hurt #5 conrod and crank due to too much methanol in the oil causing it to thin out. We are currently piecing together a rebuild with a few minor changes whilst we have the engine pulled down. We will be back very soon.

2010/2011 Season

March

25 & 26 - Top Fuel Championships

After the rebuild due to the crank failure in Sydney, we made all the required repairs including a new set of cams. We made a couple of test passes in February and all seemed promising. For our first qualifier and off the trailer at this meeting we run an 8.435 @ 156.35mph on the 25 March. This pass was us under the National record which put us in a good mood for the weekend.

Looking at the data logging we found that the 2nd gear change put the motor back down on the convertor so we raised the shift point up from 8400 to 8600rpm for the 2nd qualifier. After the

launching the car nice and straight, I reached the shift point motor punched 2nd gear and the #4 cylinder dropped off and then picked up again causing the car to run an 8.500 @ 152.71mph. We found this to be very odd and could not come up with any explanation. After this pass we decided to drop the shift point back to 8400rpm.

For the 3rd pass the car again launched straight with a nice wheel stand, pulled 2nd gear and got to the 1000ft mark and suddenly I was wearing a lot of oil in my visor. The motor was making a terrible noise so I shut the engine down. Got on to the return road to find that the #2 rod hanging out the side of the motor. What a terrible way to finish the weekend with what started out to be a great. For photos of the engine go to the Stroker Motor Build.

This closes out the chapter of Unda Presha Racing where the 18R motor is now been passed on in favour for the 2JZ. We will be taking a break for a short period of time to build the new Competition car and hopefully be back by this Christmas.

September

10, 11 & 12 – Fuchs Nationals

We made the long drive down to Sydney with some high expectations from this meeting. Driving into Sydney on the Thursday it rained from the Hawkesbury River to the track. Not off to a good start. The Friday morning we were to run our first qualifier around 10:30am but with the little drizzle hanging around we were delayed by a few hours. We towed around for our first pass on the Sydney Dragway quite confident. After a nice strong burnout we launched the car at 7072rpm at 27.4psi of boost. The pass was a little off as I was holding the steering wheel at 90deg in my lap keeping it off the centre line but still managed to run an 8.526 at 148. We downloaded the data from the run and I had noticed the oil pressure began to drop away during the pass. Not thinking much of that we turned the car around for the second qualifier. After the burn out I found the oil pressure down around 20psi but decided still to make the pass. The car launched at 6854rpm at 32.5psi. Unfortunately the tyres turned and I went to the wall and got on and off the throttle three times but then the oil filler cap blew off and sprayed oil over my visor.

On return to the pits we dropped the sump off and found number 2 & 3 big ends caps blackened. The caps were removed to find both bearings black. Further notice we found the crank was also cracked at the oil journals. Returning home and dismantling the motor, we found the stall convertor has been pushing the crank forward stressing the crank.

We have brought another crank and now are hoping that we can get the crank prepped within two weeks as we are planning to go to the Sunstates in Mackay on the 1st & 2nd October.

August

21 & 22 – Willowbank Jamboree

This was a great weekend for performance with the new motor. Now on the second meeting with the motor we run 8.40, 8.44 and 8.42 all on 32psi of boost on Saturday 21 August in qualifying. We began to realise the wastegate was being forced open not allowing the boost to increase. With all the adjustments made to the boost controller the boost would not change from across the last five passes. We determined we needed a bigger wastegate spring but we couldn't find a heavier spring. However we settled for an inner spring to try and see if that worked.

On Sunday 22 August we went to start the car to discover that the external wastegate had broken away from the exhaust manifold. The manifold was quickly removed and luckily we had the assistance to a welder at the track. Once the manifold was welded and refitted, we ready to go racing. We fronted for the 1st round to have a failure with the Christmas tree lights. The 2nd round we run an 8.323 @ 155.63mph which is new a new PB for elapsed time. Returning back to the pits we found the intercooler pipe connecting the turbo and intercooler had lost a clamp and disconnected. With the clamp replaced, we were ready for the 3rd round. Being frustrated at the lack of boost we contacted Troy from Turbosmart to see if he had a heavier spring for the wastegate. It turned out he did and in the staging lanes we changed over the spring without knowing what the boost was going to be. With the spring now fitted we raced to find we increased the start line boost went from 30psi to 34 psi @ 7550rpm and the finish line boost from 32psi to 37psi @ 8300rpm. On this pass we managed to run an 8.373 @ 153.75mph. This pass could have

been better if I wasn't driving the car along the wall but we managed to run a new 60ft PB of 1.162. Not bad for a car that we haven't still to set the cam timing, to add ice to the intercooler and is still running very fat on the fuel side. We now need to get the car ready for Sydney Fuchs Nationals on the 10, 11 & 12 September.

2009/10 Season

June

10, 11, 12 & 13 – Willowbank Winternationals

10 June

We had a ripper of a day, qualifying for the Willowbank Winternationals. Again we managed to run new personal best's. Our first qualifier we run an 8.435 @ 152.59 and lost boost just after half track as we lost 12v control on our boost controller. The 2nd qualifier we put down an 8.521 @ 154.83 with only 27psi boost. The 3rd qualifier we put in more boost but I had trouble bringing it up on boost, driver error but when it did come up on boost (now 32psi off the line at 7500rpm) the car turned hard right for the wall so we didn't run a respectable time although we did run an 8.996 @ 151.27. We have loaded the boost controller with more boost for tomorrow so hopefully we can get to run some decent boost on the run.

11 June

First round of racing was held later then expected due to a couple of incidents earlier in the day. We were lucky to receive the bye for the first round. Our first round of racing was run at 9:16pm so the track was cold and a little slick. We launched hard but the car went out to the centre line where I had to try to bring it back, I got off the throttle three times but kept into to collect data for the last half of the track. We run 102mph to half track and we added on 37.5 to the quarter mile stripe.

12 June

The day started of very cold at the track. At 6:30am it was -.6degC. Our second round pass was at 10am so we had some heat in the track by then. We didn't make any changes from the night before. On the pass the car drifted right so I pedalled before the 60ft mark but I kept into the pass again collecting data. We did run an 8.552 @ 160.25mph.

We left the weekend very happy with our results. We started off at the Winter Warms Ups with a 120 mains pill and finished up with a 150 mains pill. The motor is still running rich with some more left in it yet. We also reset the ANDRA National Record – 8.521 @ 154.83mph.

5 Test Tune & 6 Winter Warm Up

The stroker motor is now built and running. On the stands the motor sounds very strong and we are keen to get it down the track to tune the motor. We will be testing the new motor and set up on the 5 & 6 June.

We run the Saturday 5 June Willowbank Test & Tune. On the only pass we made the car launched good but turned the tyre through first gear and I had to get out of it. We found the throttle body leaking fuel it as I have the throttle sideways mounted.

On Sunday 6 June we made two good passes at the Winter Warm Up. On our first full pass we run a new PB of 8.538 at only 150.78mph. We run a new PB for 60ft and 330ft mph of 1.19 and 130.02mph. All these runs were at 26psi of boost on the transbrake and down the track. The motor at the moment is very rich as the AFR is at 4.0.

We have made a couple of changes for the qualifying of the Winternationals. We have increased the boost for the transbrake plus putting more boost in during the pass and we have also taken more fuel out.

April

17 & 18 - Willowbank Australian Top Fuel Championships

We won't be racing the Top Fuel Championships this year. The new stroker motor is taking a little longer then we had hoped. We are going to continue the build and have the motor ready when we are happy with it. A couple of little jobs have taken longer then we anticipated but at least we know they

are going to be right when the motor is built. We are hoping now to be testing in May so that we have the motor sorted out for the Winternationals.

January

16 - Willowbank International Nightfire New Year Series – Round Two

What a day!! On our first qualifier for the day we broke the crank trigger coming out of the burn out. Luckily Mark Ashford had the same crank trigger on his 200SX drag car so we went back to his place to remove it. When we returned we fitted the crank trigger and fired the car, run it up to check all was ok. We got the car ready for the 3rd qualifier and towed around to the staging lanes in anticipation to see what the motor had it in it. The car launch slightly soft and about 150m out the car began to struggle to get to 8000rpm for the gear change. I changed gears to feel the motor beginning to flatten out and that's when it let go. We dropped con rod 3 out the side of the bloke and took the top off the piston. Strangely enough we also blew the head gasket on number 2 and melted away part of the head. We have never blown a head gasket before. As they say that drag racing!!

9 - While fixing the cracked water pipe we started the motor to check if it was still any water leaks. We found that the top end was very noisy like we had loose cam buckets but they were all good. We removed the sump to check the bottom end to find number 3 piston was hitting the head. From there we also checked the bottom end to find that we smashed number 3 big end bearings which then took out number 3 and number 4 mains bearings. Further checking of the big end bearing we also found number 1 big end bearing was not in the best condition. For us to race on the 16th Jan we had replace all big end bearings and the mains bearings for 3 and 4 including number 1 and 3 con rods. Now all work is completed so we will be out racing to see if it all holds together.

2 - Willowbank International Nightfire New Year Series – Round One

The stock motor is now going be rebuilt. This is not by choice but due to time. We will be putting a new set of pistons in and boring out the motor to suit. We are also installing a new PCS data logger which has few motor data points to monitor during the pass. See you all at the track if you are lucky enough to make it.

What a terrible meeting for some? We blew a welsh plug out on the first qualifier just around the 60ft mark so we had to abort that pass. We replaced that welsh plug and went out for the second qualifier to only blow another welsh plug around the 150m out to run a qualifying pass of a 10.61 @ 77.18mph. See the video. On the third and final qualifier we were ready to go but the Christmas tree wouldn't reset and the starter saw a couple of drops of fluid so I was shut down. Talk about being a little annoyed.

With little information for a dial in from the 3 qualifying passes, we dialled in an 8.75. We had a good light .029 light, we were in for an excellent chance of winning the race except I got off the throttle around the 1250ft mark to only be beat by .0252sec. The motor made a good pass as we only left the line at 6400rpm and 21.5psi of boost. This was the only full pass we got to make for the whole weekend. At least we finished the weekend on a high considering how hot and humid the day was.

October

2 & 3 - Palmyra Sunstates Nationals

We are in doubt about going to Mackay now that we have a broken motor. We will be giving it all we can to get the stroker motor up and running so that we can go to Mackay. Time will tell.

August

8 & 9 - Willowbank Blown Alcohol Championship

Well we finally broke it.... We started the weekend with an 8.592 @ 154.85 (PB for mph) after changing our launch RPM from 7200 up to 7300. For the second pass we shortened the actuator arm on the internal waste gate to increase the boost but the number 2 spark plug tip come off about half track and we still ran a 8.940 @149.28 but with no change to boost though (turbo must be at it peak

now, 38psi at 8100RPM over the finish line). On the 3rd pass we decided to change the timing from 30deg to 32deg and on that pass we ran a 8.616 @ 149.65 sliding around from half track onwards from the track temperature being too cold.

For the first round of racing we had a dial in of 8.57 but run a 8.77 @ 153.68 (new PB from 660ft MPH to 1320ft - 33.84MPH) but don't mention the -.027 red light . When we got back to the pits we decided to do a compression test and found #1 & #2 at 100psi, #3 at 65psi and #4 at 80psi. With this information we thought we better remove the head and check for the problem. We found the standard pistons finally gave in. Surprising only because number 3 intake valve had touched the piston and cracked the piston right across the crown. These standard cast pistons are two years old now but look pretty good for the tough life they have been through. I will post photos shortly on the website of the pistons and the head.

So instead of fixing this motor (we will later for a spare), we are going to put in the effort and money into finishing the stroker motor and chase 650HP from another 18R.

2009 Season

June

4, 5, 6 & 7 Willowbank Winternationals

We had one run per day over the four days. The days were long (16hrs) waiting to get on to the track. The rain didn't help with the schedule causing major delays for everyone.

The first qualifier was off to a great start with a 8.570 @ 154.16 a pass, .291 under the ANDRA National record. We just needed to back this run up within 1% to set a new record.

The second qualifier we backed up first qualifier with a 8.584 @ 153.74

The third pass we were off the pass a little with a 8.601 @ 150.60. We had turned the tyre's off the line, also half and 3/4 track.

We finally made it to the first round of racing after 3 rain delays only to have a fuel leak on the number 2 secondary injector, the motor would not come on boost so the day was over early. On that pass we ran 8.921 at 147.25. As they say, that's *drag racing*

The new drag season starts soon already on the 8th & 9th August at Willowbank. All new up dates coming soon.

April

17 & 18 Willowbank Tin Tops

In qualifying we ran off the trailer 8.688 @ 148.32, 8.696 @ 146.10 & 8.673 @ 148.03

New personal best for 60ft of a 1.206 & 330ft 3.456

Round 1 win with a 8.674 @ 143.27 on a 8.67 dial in. Off the throttle, win by .004 sec

Round 2 loss with a 8.691 @ 143.77 on a 8.67 dial in. Off the throttle just too early

The whole weekend we ran within .026 sec on 5 passes

January

16 & 17 Willowbank Enzed Nightfire Round 2

Best qualified run was 8.612 (new track record)

Round 1 loss with an 8.635 @ 150.60 on a 8.59 dial in

2 & 3 Willowbank Enzed Nightfire Round 1

Best qualified run was 8.838 @ 152.85

Round 1 break out with an 8.636 @ 154.06 on a 8.71 dial in