



BATTLE OF THE BIG MILLS

by Charles Camp

From an unusually large group of record attempts, the June 26th meet of the Russetta Timing Association produced five new class records. Eighteen contenders broke records in their classes on qualifying runs, making them eligible for record tries.

Again turning the fastest time of the meet, at 154.10 mph, Don Waite went on to set a new C Roadster record of 149.005 mph on a two-way run. This rear-engine T-Merc, which this meet featured Evans heads, Navarro manifold, Winfield cam and Kong ignition, has improved its time each successive meet, placing Waite high on personal points standings. There is some evidence to indicate that Waite burned an *ethyl alcohol* mixture in his 286 cubic inch engine.

The Reemsnyder-Sullivan entry changed class this meet by addition of a belly pan, moving this record-setting roadster from A to B class. This "red monstrosity," which ran Edelbrock heads, Evans manifold, experimental cam, and Spalding igniter, qualified at 135.95 mph, considerably higher than the 116.68 mph record for B Roadsters set at the May meet. On record runs, this car averaged 131.04 mph (in spite of considerable wind on the return leg) to set a new record.

Again outstanding was the performance of Chuck Daigh's '39 V-8 convertible running in the A Coupe class. Chuck's Ford boasts 268 cubic inch and is equipped with Evans heads, Navarro manifold, Smith cam, and Porvin ignition. On his single qualifying run, he turned 126.58 mph and averaged 122.55 mph on record runs for a new A Coupe record. Of interest in Daigh's car is the absolutely "stock" appearance of the machine, hardly any outward evidence being visible of the truly formidable competition of which it is capable.

The fourth record fell at the hand of

the Xydias-Batchelor masterpiece. The Edelbrock-equipped V-8 60 A Streamliner uses a Winfield cam and Kong ignition. On its one qualifying attempt, the car turned 138.46 mph, which was bettered by a time of 139.75 mph on the downwind record attempt. On his return run, Dean Batchelor ran wide of the traps. Rather than risk disqualification, he circled back in a large arc to rerun the course. With only a ¼-mile wind-up before hitting the trap, Dean accelerated surprisingly fast to clock 110.29, for a new A Streamliner record average of 125.02 mph. This low average will practically assure a new higher record next meet, in all probability boosted by this same outstanding car.

Fifth of the old records to be broken was the C Coupe average of 121.47 mph set by Lou Baney in the May meet. Appropriately, it was Lou, himself, who raised it this meet, 4.17 mph. On qualifying runs, the Baney-Thomassin co-entry turned 132.54 mph. Downwind, on record runs, the time dropped slightly to 132.15 mph, but the return time held up well against an adverse wind at 121.13 mph, giving a new C Coupe record of 126.64 mph.

The Baney-Thomassin monster is probably most outstanding for consistency in improving times, perhaps accounted for by sheer brute horsepower of its Tattersfield-Baron equipped en-

gine. Unusual features of the engine bear scrutiny by all who would like to build a real "bomb." Peaking at 5050 rpm this 3⅜-inch by 4⅛-inch engine (296 cubic inches) produces 225 hp. More surprising is the fact that the engine will put out over 200 hp for 500 rpm either above or below its peak rpm. This output is accomplished by no single attribute, but by a combination of "finer ingredients."

Most unusual are the pistons, which extend ⅛-inch up into the Baron heads. The raised portion of the piston is of slightly smaller diameter than the main portion. This particular characteristic, though used by others, was conceived in this form by Frank Baron. Other engines of this type use up to ¼-inch high domes on the pistons, but in the writer's opinion, the ⅛-inch domes allow by far the greatest mixture transfer area in the combustion chamber; while maintaining respectable compression ratios.

Though much higher ratios are obtainable with this set-up, Baney uses about 9:1 in his present engine. A further factor in the combination is the use of large valves together with ports which were enlarged with mill cuts. Baney installed 1¾-inch intake valves and 1⅝-inch exhaust valves to make the most of the Winfield S-1 camshaft. Lift on this cam is about .327-inch intake and .305-inch exhaust with intake opening around 24 degrees BTDC. Topping the intake section is the four-carburetor Tattersfield-Baron manifold, which in this case does not constitute over-carburetion, due to the clean "breathing" characteristics of the rest of the induction system. Completing the combination of ingredients is the new Harman-Collins magneto to which Baney attributes many benefits. Some of the initial tryout on this magneto was done on

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• Wally Ranstrom's A Sedan turned 107.91 mph, qualifying for a record run, but did not make a record attempt.
Photo by Tom Gosch



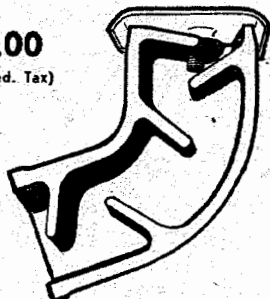


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this and other cars of comparable calibre, to allow Harman and Collins to evaluate and improve their product.

Considering the '32 coupe chassis in which Baney runs the engine, one is even more convinced of the engine's efficiency, due to the obviously "built-in-headwind" character of its not-too-aerodynamic lines. With this in mind, it is with some justification that Baney feels that he could better some of the coupe times using a cleaner body style.

Of considerable interest was the competition in A Sedans. Walt Redman, Bob Dyar, and Ardoin-McLaughlin all exceeded Sharon Baker's 107.42 mph record in qualifying runs. On record attempts the three sedans timed very close: Redman clocking 110.56 mph, Dyar, 110.70 mph, and the Ardoin-McLaughlin entry, 110.02 mph. Returning against the wind, Redman evidently did not have enough engine, with 259 cubic inches, as he dropped to 100.78 mph, for an average of 105.17.

Dyar pulled 102.15 for the best average of 106.42 of the three cars, shading Ardoin-McLaughlin who returned at 102.38 for an average of 106.20. This is very close running, probably because of similarity in body styles producing nearly equal wind resistance (drag) while all three carry top-flight engines.

Du Bois-Kavanagh's B Sedan, after setting a record of 118.96 last meet, qualified at 121.29 for fastest B Sedan. This car features full Edelbrock equipment in a decidedly-chopped '32 sedan body. With an undetermined engine trouble, this entry conked out on record runs, at 114.94 mph. Second fastest in this class was Reg Fudge Jr's butchered '37 sedan, boasting 275 cubic inches in a '49 Merc block equipped with Navarro heads and manifold and Meyer-Spalding ignition. With very little competition experience, Fudge attained 117.95 mph in qualifying on gasoline.

Coincidentally in C Coupes, Don Towle turned two identical qualifying times of 129.12 mph while Fran Hernandez copied with identical runs at 126.76 mph. Towle used full Edelbrock while Hernandez uses his own Offenhauser equipment with Winfield cam and Kurten ignition.

In spite of course conditions, times improved in almost every category. Bob Pierson in his 268-cubic inch B Coupe qualified at 126.40 with full Edelbrock equipment. He was followed nine mph slower by Bob Cantley at 117.34 mph. The Cantley entry runs Edelbrock with

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