



ROADRUNNER ENGINEERING NEWSLETTER

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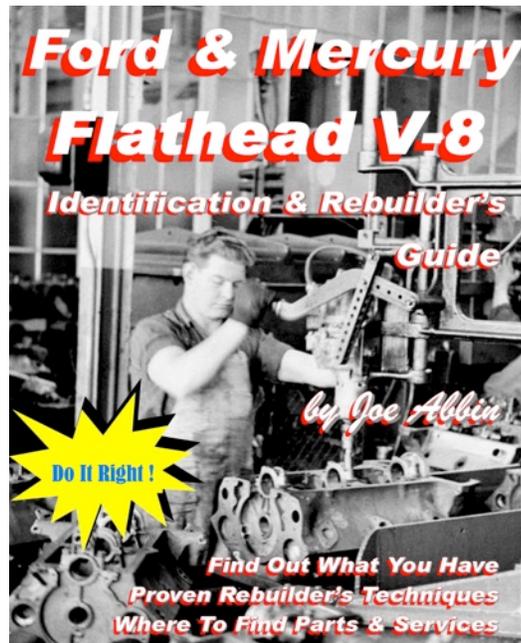
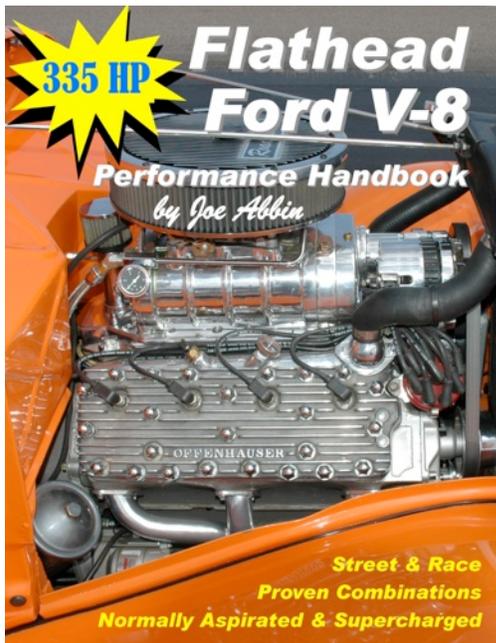


Roadrunner Big Kabuna Supercharger Kit with Auto Tensioner and Custom Polished I-Wire Alternator. Kits available again in November.

What's Happening?

Roadrunner flathead blower kits sold out in 2012, 2013, 2014, and this year in July. **A production run of new kits is in progress and complete kits will be available by mid-November.** These kits are expected to sell out quickly so reserve your kit now with a deposit as soon as possible. The combination of performance, appearance and price of the Roadrunner kits has made them the overwhelming favorite of flathead horsepower fans since 1997.

Polished compact alternators and automatic belt tensioners are now available again. Call 505-268-6768, or email roadrunnerengr@msn.com for info.



The **335 HP Flathead Ford V-8 Performance Handbook** reprints sold out in August but a third printing is now available. The new printing has been re-digitized in high resolution and all color. This book has been described by some readers as the “bible” for flathead modification. Although there are many flathead speed manuals available, this book stands apart because it features actual dyno test and track results. The author’s 1934 Ford Tudor, the **Motorhead Mart Special** (see later in this article), is believed to be the quickest flathead powered street rod ever. The proof is on the asphalt! The car and engine are fully described in this book. Get your copy from the sources listed below.

The **Ford & Mercury Flathead V-8 Identification and Rebuilder’s Guide** has been selling very well. This 184 page book will help you to determine what you have and what you need to build a quality engine that meets your performance and appearance goals. See the Table of Contents and a preview on www.roadrunnerengineering.com . Click on “books”. Books can be purchased online at the above website (free domestic shipping) or from the Early Ford V-8 Foundation, Amazon, and other fine book sellers. Flathead part sources such as Speedway, Van Pelt Sales, The Old Ford Store, Bob Drake Reproductions, C&G Ford parts, So-Cal AZ, Honest Charley Speed Shop and others also carry the book.

Blown Flathead has been sold out for years although used copies are available from various sources for really big bucks. The original \$11.95 price was a great investment!

Quickest Flathead Powered Dragster

7.64 seconds in the Quarter Mile



The Slider turned a best elapsed time of 7.64 seconds @ 175.9 MPH in the quarter mile at Brainerd International Raceway in Brainerd, MN on 8/31/15. The photo shows the Slider with Rick (builder), Joel (driver) and a younger member of the Schnell family crew.

80% nitro did the trick! You can watch this run at <https://www.youtube.com/watch?v=YYUmSdh7ejk#t=20>

Flathead Jack is still the fastest in the quarter mile at 176.89 MPH.

Quickest Flathead Powered Street Rod Ever Contest

No entries in the contest so far! I believe the **Motorhead Mart Special** to be the quickest flathead powered street rod ever. If you have documentation otherwise, please submit to me at roadrunnerengr@msn.com . Best submittal(s) will be published here and receive \$25 cash or a complimentary copy of **335 HP Flathead Ford V-8 Performance Handbook**. Another quick flathead powered street rod is shown below.

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ET: 12.41 Seconds

TS: 107.6 MPH



World's Quickest Flathead Street Rod

The Motorhead Mart Special turned a best elapsed time of 12.41 seconds in the quarter mile at Bakersfield, CA in 2006.

Any quicker flathead street rods?



Jim Turnbull of Royal Kustoms in Dorset England has turned dragstrip ETs in the 12.6 second bracket. He is believed to be the quickest flathead powered street rod in Europe. Jim runs a Roadrunner Big Kahuna kit.

Piston Compression Height

Question:

Can you tell me what the stroke would be with a Silvolite 1040 piston on a 21A rod?

Answer: The stroke is determined only by the crankshaft which you haven't specified.

What you may be inquiring about is the piston "compression height" which is a factor in determining if a piston is suitable for a given block-crank-rod combination. The compression height is the distance from the piston wrist pin bore centerline to the top edge of the piston. You need to know this dimension along with the connecting rod centerline separation (nominally 7" for most flathead V-8 rods including the 21A), the stroke, and the block crankshaft centerline to deck dimension, to determine the "deck clearance" between the edge of the piston and the edge of the cylinder bore. The deck clearance is nominally zero for most flatheads, i.e. the piston edge is even with the cylinder bore edge.

Unfortunately, I could not find a listing for a Silv-O-Lite 1040 piston. If you have this piston, you can measure the compression height to determine if it is suitable for a certain stroke crankshaft. The correct compression height for a 3.75" stroke Ford flathead is 1.763" per the Silv-O-Lite catalog. The correct compression height for a 4" stroke Mercury flathead is 1.638".