

The Jim Dunn Report

Hi All,

This is a little later than usual but I wanted to give a damage report also. Saturday morning was good starting with breakfast with the gang at the Firehouse cafe in Simi. Then its off to El Mirage arriving around 10AM. Got the truck inspected then off to the SCTA property for a little plumbing project with Mike Waters. It is starting to warm up pretty good after lunch provided by Steve T, then back to the plumbing. Course walk is at 5 PM and the wind is blowing pretty good by now. The dirty 2 Club is having its annual BarBQ in the SCTA building and I was invited as a guest. Great food! We are off to Victorville for R and R.

Five AM and we are off to the races. Got to get there early to prep the truck and be at the Drivers Meeting. It is a beautiful morning, almost makes you want to buy some local real estate. We are #12 in line and since we are tied for first place in our LSR club points in a tightly contested race this is an important meet for us to do well. The engine is fresh with a new set of trick injectors so we should do well. I am driving the first round with about 90 entrants so 2 runs are in the picture. All is going well with the run until the top of 3rd gear when there was a catastrophic engine failure.

Engine tear down yesterday and today showed #2 liner failed. The total liner was in the pan leaving the piston to rattle around in the block. This all happened at 3500 rpm. The block will require some machine work to get it going again. This brings us to decision time on upgrading to a different power plant. There are a lot of options for engine choices, some good and some bad and all expensive.

Stay tuned for more engine updates. Now its time to think about BNI World Finals while contemplating our next move for the little diesel truck. Best of Luck to my fellow LSR racers in the points chase.