

HOLE SHOTS

JANUARY NEWSLETTER 2017

Well gang, the holidays are over; all the presents have been put away; and most of you are back to the daily grind at work. Karen and I hope that all of you enjoyed some time off; and quality time with your families. We've still got 2 more months of winter ahead of us; but before you know it, the days will begin to get warmer and it won't be long before our club will be back drag racing. As was the case during the past winter season, I'm going to highlight one of our member's cars from January through April. I think all of you enjoy reading about how one of our members created the gasser that they currently drive. This month, we'll be taking a look at Barry Stephen's "Agitator" 60 Falcon.

If you head north along Route 12 from Binghamton, New York; in about 20 miles you'll reach the small town of Greene. It is here, that Barry Stephens lives and operates Tri-County Collision. He started the business over 25 years ago in a nearby town; and he now oversees 12 employees who do everything from frame straightening to major collision repair.

Back in the early part of 2015, Barry wanted to get into drag racing; so, like many of us, he started his search by checking what might be available on eBay. Low and behold, he found an ad by one of our club members, Bill Koch. Bill, who hails from Tulsa, Oklahoma; was interested in selling his 1960 Falcon gasser that he campaigned, utilizing an injected 351C Ford engine; but Bill was now working on an Austin gasser; and it was time to say goodbye to the Falcon. So, Barry and Bill got together; and before you know it, Barry was on his way to Oklahoma. Once back home, Barry began to put new life into his newly acquired Falcon.

The new power plant that Barry selected was now going to be a variation from the Chevrolet division of General Motors. Utilizing a Dart aftermarket block, Crower billet crank and H-beam rods, and SRP forged pistons; a 542 cubic inch monster was nestled between the frame rails of a custom, hand built, front sub-frame. Sitting atop the short block were a pair of Edelbrock aluminum heads which gave the engine a 10.5 to 1 compression ratio. Moving the fuel into the combustion chambers was handled by 2.19" intake valves; and letting the burnt gases out of the engine was controlled by 1.88" exhaust valves. The job of sequencing the intake and exhaust valves belonged to a solid roller camshaft ground by Comp Cams; and attached to the crank via a double roller timing chain. Comp also supplied the roller lifters, push rods, valve springs and roller rocker arms. Keeping the valve train movement stable is a pair of Edelbrock rocker arm supports; and the oil splash is contained by aluminum valve covers.

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Speaking of oil, it's circulated throughout the block via a Melling high volume oil pump; which resides in a 10 quart aluminum Moroso oil pan. There's a 10 gallon fuel cell in the trunk, and the Sunoco 112 racing gas is moved forward by an electric pump; to a small 1 gallon holding tank under the hood. From the holding tank, the fuel is pulled up into a set of Hilborn injectors by one of Hilborn's mechanical fuel pumps. The mixture is fired by an MSD ignition system; and the entire engine is cooled by a custom built aluminum radiator.

Moving the power to the rear end starts with a torque converter that stalls at 5200 RPM. Once that converter starts to spin it passes power through a modified Sepanek T-400 transmission. The trans employs a reverse valve body and a trans brake. A Cook Brother's driveshaft connects the transmission to a Dana 60 rear end. Originally, Barry had a Ford 9" underneath the car; but when he broke the driveshaft at our Cecil County race; the housing was actually bent; and Barry decided to step up to a Dana style rear housing. Moser axles are connected to a Moser spool that holds a 4:10 gear set. The rear ladder bars and cross link were fabbed up by Myer Racing.

An after-market front straight axle and springs were mounted to the new sub-frame as were a set of Wilwood brake rotors and calipers. Out back, the Dana drum brakes assist in stopping the Falcon at the far end of the track. The front slotted aluminum wheels are 4.5x15's and the rears are 12x15's with Hoosier slicks. Inside the car's interior, Barry uses an assortment of gauges to monitor the engine functions; along with an old fashioned cable driven Moroso Tach. A Kirkey aluminum racing seat supports Barry's body and he's protected by an 8-point roll cage. Regular single action shocks are deployed up front; while adjustable coil-over units are used out back.

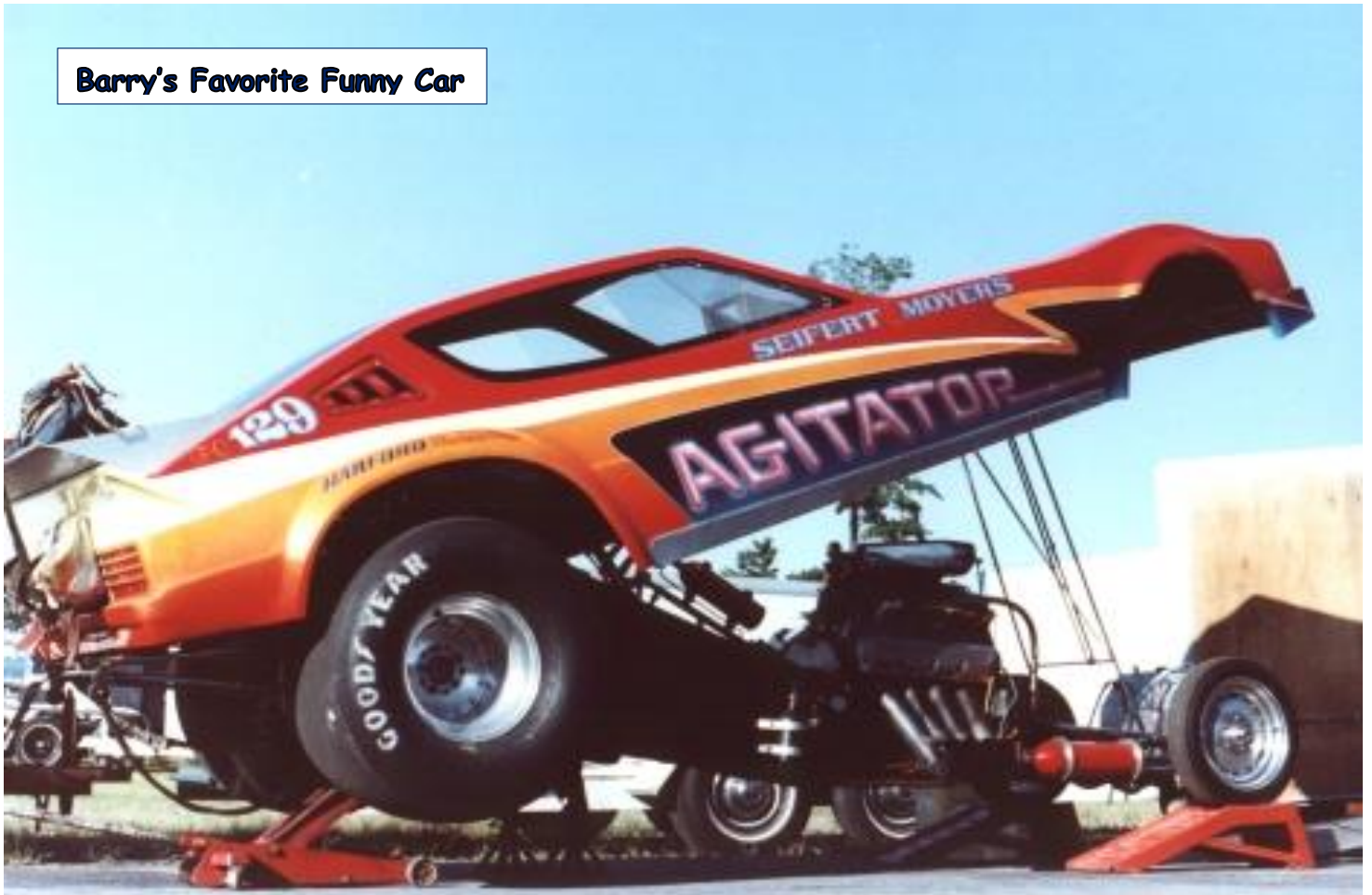
As is the case with many of us, when we went to the drags as young men, there was always one car that stood out among all the rest that we watched. For me, it was the "Blown Hearse". It was a 34 Chevy panel truck that originally ran with a blown 348 and later with a blown 409. It was just the neatest car at Connecticut Dragway. When Barry was much younger, he remembers going to Englishtown for the numerous Funny Car shows; and one car in particular, stood out in his mind. It was a Plymouth Arrow styled car known as the "AGITATOR"; and Barry remembers it smoked the tires for the full quarter mile. Once he saw that car, he made a mental note that if he ever was fortunate enough to race someday; he would call his car "The Agitator"; and that's the name you now see on the side of his beautiful green gasser. Barry started racing with our club at the beginning of the 2016 season; and to date, the 3200 lb. Falcon has had a best ET of 10.1 seconds at 129 MPH. Not too bad for his first year of competition. Barry wants to give a special thank you to Rick Step who put many hours into building Barry's gasser. So, if you attend any of our events this year; stop by and say hello to Barry and talk to him about his car. He can tell you all about it and answer any questions you may have. Thanks to Mike Mihalko, Jeff Unfried, Diane Deming and Miss Karen for the pictures.

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Barry's Business Facility



Barry's Favorite Funny Car

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THAT'S ALL FOLKS!!!