

IXL/HERMAN RACING

WE WERE INTRODUCED TO IXL IN THE SPRING OF 1994. WE WERE TOLD THIS PRODUCT WOULD HAVE THE CAPABILITY OF REDUCING FRICTION IN OUR RACE MOTORS. WE AT THAT TIME RACED IN A CLASS THAT HAD UNLIMITED CUBIC INCHES. WE RACED A BIG BLOCK CHEVROLET OF 492 CUBIC INCHES. ANY ONE WHO KNOWS OF ENGINES AND DURABILITY KNOW THAT IT IS EXTREMELY DIFFICULT TO GO EVEN A HALF SEASON ON A MOTOR SUCH AS THIS. WE MADE THE WHOLE SEASON WITH THIS ENGINE. UPON TEARDOWN AT THE END OF THE SEASON WE FOUND THAT WE DID NOT NEED TO INSTALL NEW BEARINGS IN THE CRANKSHAFT. IN FACT DUE TO CHANGING THE CLASS IN WHICH WE RACE WE SOLD THE ENGINE FOR 4500.00. KEEP IN MIND THAT THIS ENGINE HAS 30 NIGHTS OF RACING ON IT.

WE THEN ENTERED A CLASS OF RACING THAT LIMITS US TO SMALLER ENGINES AND A CLAIM RULE. WITH THIS CLASS CAME THE USE OF ALCOHOL AS A FUEL. ALCOHOL BEING VERY CORROSIVE HAS MANY RACERS CHANGING ENGINE OIL AFTER EVERY RACE AS IT HAS A TENDENCY TO THIN OUT THE ENGINE LUBRICITY. KEEP IN MIND THAT WE RUN THROUGH 1 GALLON OF ALCOHOL PER LAP. SOME OF THAT WILL GO DOWN PAST THE PISTON AND INTO THE CRANKCASE. WITH IXL WE WERE ABLE TO GO 3 TO 4 NIGHTS ON AN OIL CHANGE SAVING US A LOT OF MONEY AND MOBIL ONE OIL ALSO! ONE NIGHT IN PARTICULAR COMES TO ME WHEN OUR CLUTCH WENT OUT AT SPEED. THE TELLTALE TACHOMETER READ 9200 RPMS. WE KNEW WE WERE IN TROUBLE WITH THE BOTTOM END. WE THOUGHT WE WOULD RUN THE ENGINE TILL IT SELF DESTRUCTED. GUESS WHAT? IT NEVER HAPPENED! WE HAVE NOT TORN THE ENGINE DOWN BUT FROM THE LOOKS OF IT WE WILL FRESHEN UP THE BOTTOM END AND RUN IT AGAIN NEXT YEAR.

FELLOW RACERS OFTEN WONDER WHY OUR ENGINES STAND UP SO WELL. WE TELL THEM OF IXL AND MANY SAY IT MUST BE CRAZY LUCK. WE KNOW BETTER!

Don. H. ~~XXXXXXXXXX~~  
Country auto clinic