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## NEWS IN BRIEF

• **Schumann's Sales & Service**, an industry supplier to the Midwest since 1970, is going nationwide in distribution of wet sump oil pumps, push rods and valve train components. Warehouse and factory representation opportunities currently exist in some geographic territories. Contact **Verne Schumann** at 563-381-2416 for further information.

• **Ted Wise**, co-president and COO of **O'Reilly Automotive Inc.**, Springfield, MO, will address the Executive Breakfast presented by the Automotive Aftermarket Suppliers Association (AASA) at 7 a.m. on Tuesday, Oct. 30, the kick-off event at AAPEX in Las Vegas, NV. For ticket information, visit [www.aftermarketsuppliers.org](http://www.aftermarketsuppliers.org).

• In addition to celebrating its 25th anniversary in 2007, **The Marx Group**, a full-service business strategy and marketing communications firm, recently announced its sponsorship of the **Car Care Council Women's Board** for 2007. "We are proud to support the efforts of The Women's Board to educate women and young people about automotive careers, proper vehicle maintenance and safety," said **Tom Marx**, president of The Marx Group. "We encourage other companies to join in this cause." For more information, visit [www.themarxgrp.com](http://www.themarxgrp.com)

• **ROL Manufacturing of America** has announced that **Marty Novil** has joined the company as the new Director of Technology, Sealing Products. Novil brings with him over 30 years of OE and Aftermarket design engineering experience, and will be responsible for all gasket design, developing aftermarket solutions for troublesome engines and customer engineering support.

have been common in the domestic automakers' heavy-duty pickups, but as fuel economy concerns grow, as well as pressures from the competition, we may start seeing them in the light-duty trucks as well.

According to Richard Truett's July 2, 2007 *Autoweek* article ("Driven to Diesels: Automakers Scramble to Offer Diesels in Light-Duty Trucks"), the following are expected to hit the market in the future:

Ford – 4.4L turbocharged V8 for F-150 and possibly Expedition in 2009

Dodge – 4.2L turbocharged V6 for Ram 1500 in 2010

GM – 4.5L turbocharged V8 for Silverado/Sierra pickups and Hummer H2 in 2010

Nissan – Not definite. Might use V6 or V8 diesel in Titan (from International Truck and Engine Corp.) in 2010

Toyota – Not definite. Currently working with Isuzu to develop diesels; might see a diesel in Tundra in 2010

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# LS7X IS HERE!

## Taking GM's LS1 & LS7 Engines To The Next Level...

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### WARHAWK® LS7X BLOCK

Looking to build a kick-ass LS-series engine? World's Warhawk LS7X block is the perfect foundation. We urge you to compare its many features to any factory block (including LS7, C5R and LSX) and see which gives you more. Then compare prices. You'll be sold.

- Precision CNC-machined from 357-T6 aluminum
- Available in 9.240" and 9.800" deck heights
- Two extra head bolts (optional use) per cylinder
- Reengineered water jackets for superior cylinder bore and head stud integrity
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- 9.240" deck block accepts 4.250" stroke crank-9.800" deck accepts 4.500" stroke
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World's design and engineering team has taken the best attributes of factory LS7 and C5R heads, factored in improvements developed through competition, and came up with the ultimate, state-of-the-art cylinder head for GM's LS-series engines. It's got everything racers want!

- Precision CNC-machined from 355-T6 aluminum alloy
- Valve & rocker arm stud angles parallel at 12° allowing for longer valves with bigger springs
- 6-bolt-per-cylinder for max sealing (optional use)
- 285cc intake runners
- 2.250" intake and 1.625" exhaust valves
- Bronze valve guides
- Valve cover rails raised .600"
- 64cc or 72cc combustion chamber
- Accommodates factory LS7 components

HEADS AVAILABLE BARE OR COMPLETE ASSEMBLIES!

### WARHAWK® LS1X 15° HEADS

A significant upgrade from factory and other aftermarket LS1 performance heads, these are perfect for street/strip applications. They will out-flow the competition hands-down. Available bare, or in complete assemblies that include Manley stainless steel valves.

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- Highly efficient 235cc intake runners
- 2.080" intake and 1.600" exhaust valves
- Bronze valve guides
- Valve cover rails raised .300"
- 64cc or 72cc combustion chamber
- Accommodates factory LS1 components

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Assemblies use Manley Severe Duty® valves, 10" locks, Hardcore springs

Assemblies use Manley Severe Duty® valves, 10" locks, Hardcore springs

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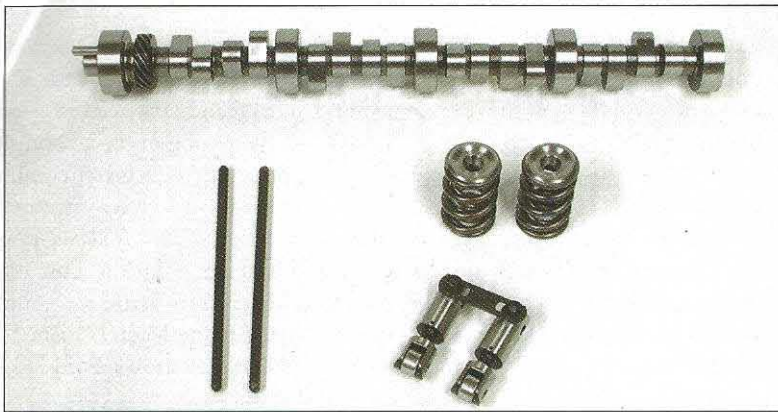
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# THE SHERMANATOR 347

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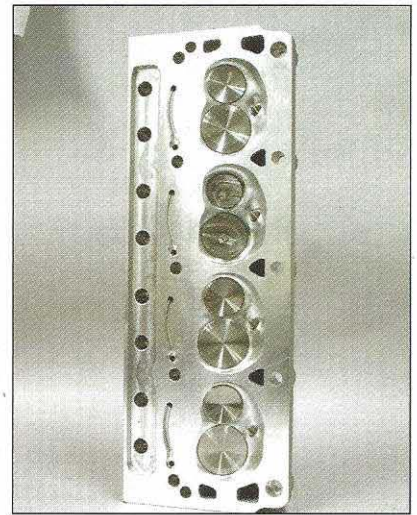


Roller cam and lifters are from Comp Cams. Joe selected one of their latest profiles with 248/252 degrees duration at .050" and .662"- and .648" of lift with Jesel 1.6 shaft rockers. It's ground on a 108-degree centerline. Valvesprings are part of the AFR 8000 head package.

wanted to be on hand to record the experience.

The plan was to build a 347 and a 357 off of the Ford 302 Windsor platform. Shermanator I was designed to run on pump gas, make 500 hp and not break the bank. Shermanator II is

a flat-out, single four-barrel "no holds barred" race setup. The major differences between the two engines, aside from the slightly longer stroke for the 357, is that the 357 has higher compression, better-flowing cylinder heads, lighter rotating and reciprocating



Airflow Research 185 aluminum cylinder heads were selected for this combination. They feature 58 cc combustion chambers that set final compression at a pump gas-friendly 10.6:1.

ing components and everything possible was done to reduce internal fric-

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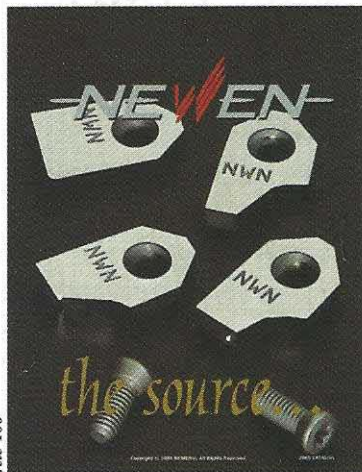
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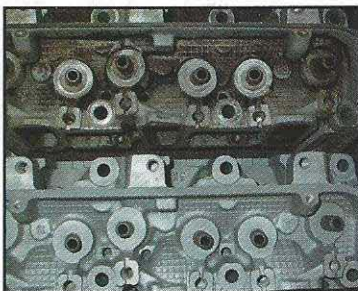
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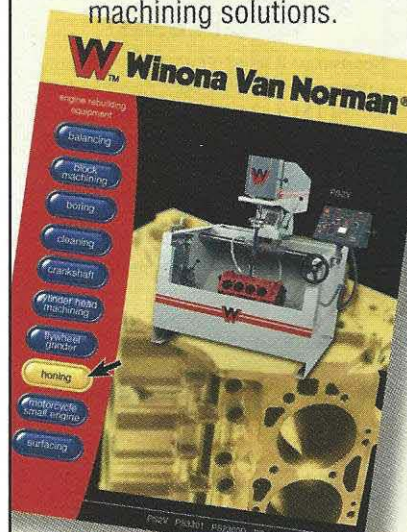
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