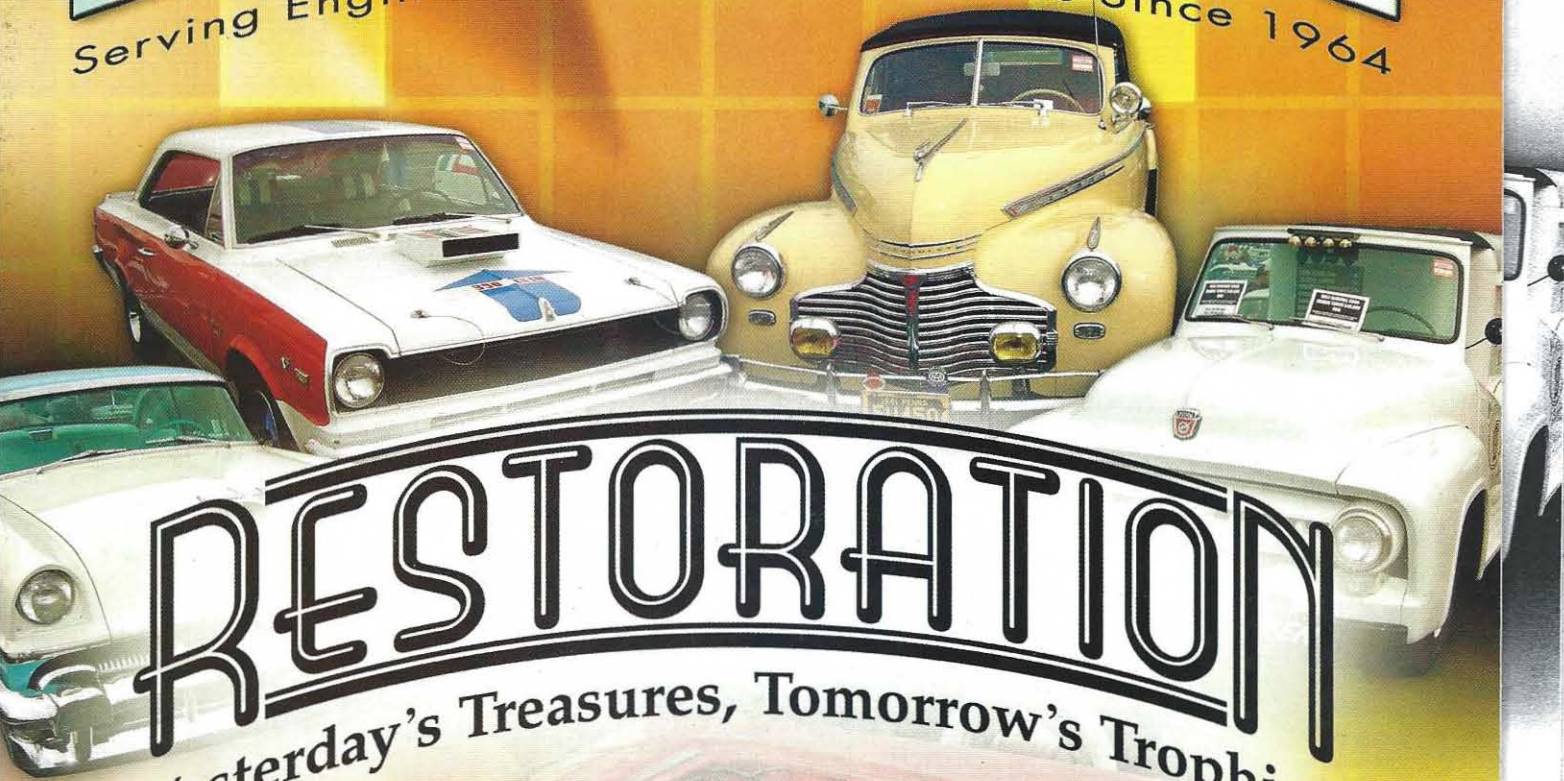


AUGUST 2005

Babcox

ENGINE BUILDER

Serving Engine Builders and Rebuilders Since 1964



RESTORATION

Yesterday's Treasures, Tomorrow's Trophies

With:

*Valve Guide and Seat
Equipment Options*

Engine Parts Coatings

Plus:

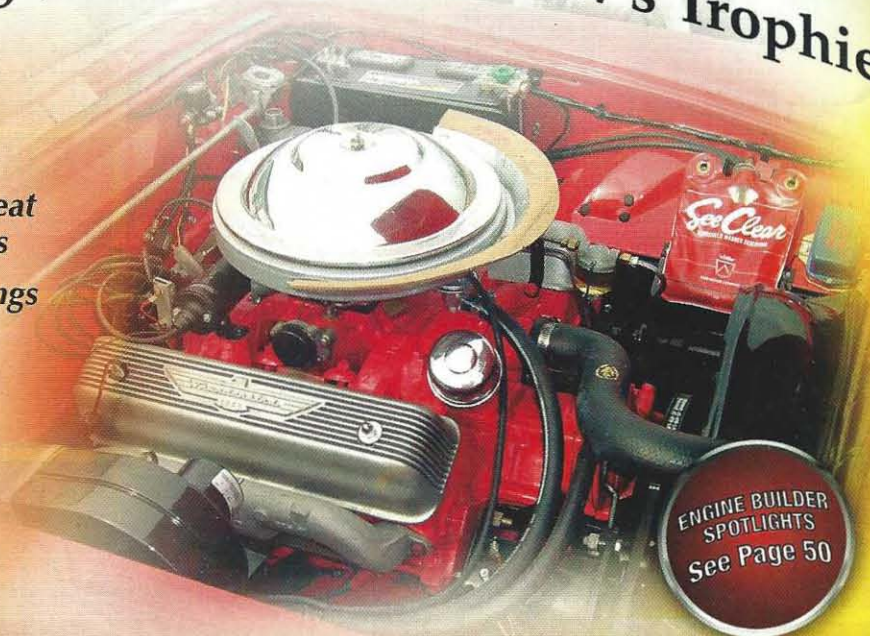
Fast Lane

Core Corner

NASCAR

Performance

Final Wrap

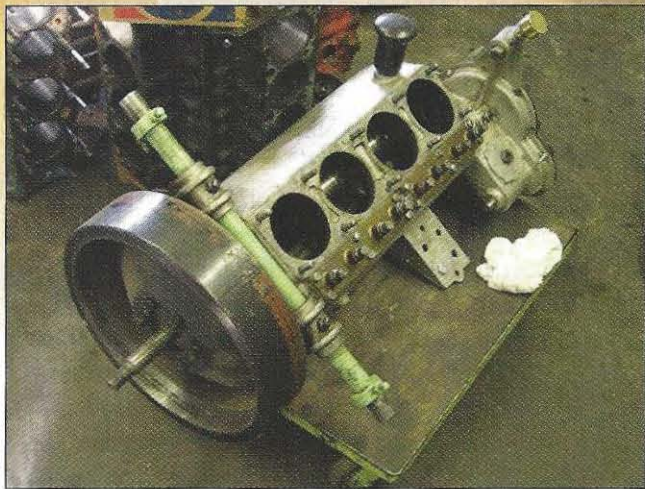


ENGINE BUILDER
SPOTLIGHTS
See Page 50

We Support



Engine
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This 1911 Stoddard Dayton engine is an example of the types of work Auto Machine can't turn away. For restoration customers, the busier you are the better you must be. When price isn't a concern, professionalism is what counts.

precision to reproduce those parts for the mainstream, the easier, more conventional designs won out. "We've found turbochargers on engines built in 1908," says DeBates. "Of course, it wasn't called a turbocharger back then, but it served the same function. That's what keeps us excited, because we never really know what we'll find when we open up one of these engines!"

According to Steve Markley of Egge Parts, restoration's future continues to be its past – and that past is getting closer than ever.

"The big news from our perspective is that the timeline for restorations continues to advance. It's moving into the early 1970s-era vehicles now. The old stuff continues to be popular, but the more recent vehicles are gaining some interest as well."

Close to 40 percent of DeBates overall business is restoration work, including what he calls "newer vehicles" – '60s and '70s muscle cars. "You're even seeing guys getting into the 1980s sports cars...they've been buying those cars and are restoring them to what they were back then. Not many people would want to rebuild a car from the '80s," he suggests, "but there are people who are doing it."

Markley agrees, and as a manufacturer and supplier of parts for these cars, he knows that ignoring a possible market is not a great idea.

"It's hard to tell if the cars from the mid-'70s will ever become the huge classics that other eras have seen, but we'll see. Even though the engines were detuned and people don't seem to think they were as popular, you still have a tendency to want what you had as a youth. It doesn't matter if people think it was terrible looking, it matters to you."

Every car, says Markley, is a classic to someone. **EB**

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"Innovator of the future", 2006 engine concepts!

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- MV 9005 N alloy from Italy!

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exhaust (.0008" to .001") and intake (.0002" to .0003") valve stems optimize valve guide alignment at hot race temperatures! No need to over clearance valve guides to prevent lower valve guide to valve stem gaulding.

• Nitrided Stems: Chrome stems do not attract oil viscosity adherence! Nitrided stems provide required hardness (up to 1,000 vickers) and enhance the hydro dynamic wedge of oil to separate two metallic moving parts up to 10 times!



SCHUMANN'S "BI METAL" NEW CONCEPT PUSH RODS 20% TO 40% HIGHER COLUMN P.S.I. STRENGTH PER O.D.

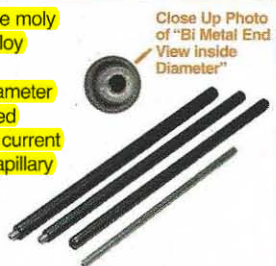
- Outer wall 4130/4140 seamless chrome moly
- Inner liner wall proprietary aluminum alloy with experimental triple heat treat

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• Virtually eliminates aeration of oil caused by large capacity internal oil chamber of current push rod design allowing siphoning of capillary air during valve lash cycle

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