

[■] TECH STOP

METHANOL RACING AT IHRA

by Robert Szabo

Methanol is a very popular fuel at many IHRA events. It is the fuel of choice in supercharged Pro Mod (low 6 sec., 220+ MPH), Top Alcohol (high 5 sec., 240+ MPH), and several of the faster bracket classes that run in the 8's, 7's, and 6's. Those include Erson CamsTop Sportsmen, Mallory Top Dragster, and Accel Quickrod. It shows up in many of the other classes from time to time as well. Those are the eMax drag racing series Box & No Box ET racing and occasionally in Lakewood Super Rod

and Hurst Hot Rod. Methanol costs less than racing gas, although, approximately twice as much is used. Many other advantages are provided such as cooler burning with a wide tuning air to fuel ratio tolerance. However, corrosion and aldehyde exhaust fumes are undesirable perils. Several IHRA racecars with methanol setups are featured. Various aspects of methanol are discussed with the photos. •



Larry Higginbotham's using his favorite tool on his potent Top Sportsman '96 Corvette with a 526 cubic inch, blown alcohol Big Block; running a special 3 speed automatic transmission based on the turbo 400. Higginbotham qualified at Norwalk with a 6.43 at 209 MPH; what a run for a full-bodied drag racer. Larry is making a secret adjustment, caught with our spy-cam. Don't tell him.



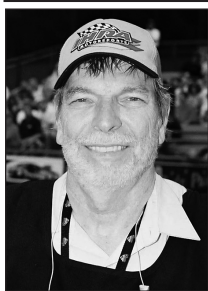
The Tony Rubert Competition Top Sportsman 540 Big Block '80 Malibu Racecar runs 7.517 at 186+ MPH with blown methanol. Blown alcohol engines have a loud cackle in the exhaust pipes. They are a crowd pleaser at most events.



One of Mike Manners' blown alcohol Accel Quick Rod 8.90 second bracket dragsters. Mike qualified at over 200 MPH in his powerful methanol supercharged entry, at the event for this photo.



The SummitRacing.com Pro Mod '06 Dodge Stratus of Steve Bareman runs a 526 cubic inch late model Hemi on methanol. This supercharged entry runs a 14-71 Roots supercharger at 20% overdrive or about 650 cubic inches of air per revolution; buzzing to about 9,000 RPM in each gear; or a rate of about 3,400 cubic feet a minute (CFM). Forward of the race engine is a 44 primary ampere magneto by MSD. Running at 2,700+ pounds of racecar weight with driver, this engine combination makes around 2,500 horsepower. The tubular frame around the blower belt protects hood and fenders in the event of a blower belt failure. The blower belt consumes several hundred horsepower to drive the blower to over 12,000 RPM.



Bob Szabo is an owner / driver of a blown alcohol drag racecar and author of the technical book: "5,000 Horsepower on Methanol," a perfect gift for Holidays. While much of it is about methanol fuel for racing, information is also provided about nitro, racing gas, nitrous oxide, and ethanol as well. His first book "Fuel Injection Racing Secrets," also a perfect gift for Holidays, is all about mechanical fuel injection for racing. It is already standard reading for a growing number of IHRA drag race competitors. Check the DRM Yellow Pages for Szabo Publishing or look on the Internet at <http://www.racecar-book.com> or call (707) 446 2917.