

## Team Synergy Racing Ramps Up for the 2007 Season

**Kalamazoo, MI - November 24** - Several weeks ago we published a story on Tom Coad's classic Car #55, a rare Paige Hill Climber, fully restored and ready to run in 2007 under the sponsorship of Team Synergy Coatings. Team Synergy Coatings CEO George Tarbutton (veteran driver) and Tom Wirth (veteran navigator) also race several cars under the Team Synergy Racing Club banner. In 2006 they participated in four (4) Great Race sanctioned regional events in addition to supporting Car #55 in the Great Race cross-country event. Beginning the race year in March in San Marcos, Texas, June in Scottsbluff NB, on to Grove, Oklahoma for a four-day grueling event in support for Autism in September, finally running in the Coker Tire Challenge in Chattanooga, Tennessee in November.



"Old Warrior" has been driven in 3 cross-country races and home again, and 6 years worth of regional races, a distance of over 50,000 miles on America's highways. "Old Warrior" is now due for an engine overhaul (even though the engine has never been apart since it was built in 1999) in preparation for the 2007 racing season.

This 1942 Ford was delivered to the Ford dealer in Ft. Smith, AR in October 1941. Ford had intended to make a big "Splash" as the 42 was a "new year model" completely redesigned from the late 30's, 40 and 41 model. Dealers started receiving the first new cars for their showrooms in the fall of 1941. Orders were brisk until December 7, 1941. All that changed and Ford Motor Company turned its attention to the War effort.

Meanwhile, during and after World War II serial number 18606062 was kept by the Ford dealer in the family until sold to the Tucker family of Ft. Smith in Nov. 1975. The Tucker's kept the car until 1989, selling it to Hardy Johnson of Liberty Hill, Texas. Hardy was a Ford collector and owned many cars of this vintage. Hardy was well known to classic car owners in the Austin, Texas, vicinity. One day in September 1999, while helping out with the "Rosanky Texas Swap Meet", Hardy pulled up to the car corral with the 42 Ford on a trailer he had a for sale sign in the window. Ray Terry - longtime friend, master mechanic and top wrench for the Texas Museum of Automotive History - spotted the car and immediately approached Hardy. However, another interested buyer had gotten there first and wanted the car and promised to get a check. Ray waited with Hardy (both knew each other) and Ray said, "Just let me drive the car for a few miles to check out the mechanicals. I know someone who needs this car and in case your first buyer doesn't come back I can advise him to purchase the car." As luck would have it, the first buyer did not show up at the end of the day. Meanwhile, Ray drove the car and then called me. It was love at first sight! I had just decided to retire a 42 Ford convertible we drove in the 1998 and 1999 Great Race - the roof leaked and the engine was stock had limited power to climb steep hills like Rabbit Ears pass in Colorado maintaining 40 MPH. Here was another 42 actual driven miles 63,750.

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Ray started preparing "Old Warrior" in October 1999 for the spring 2000 race in Granbury Texas, former home of the Great Race organization. We started with the block replaced all engine components, radiator, drive train, clutch converted the electrical's to 12 volt, installed headers added twin carb's, added tube shocks and we were ready to race. Now 50,000 plus miles later it is time to rebuild the engine.

This task was undertaken by Rex Gardner of Flat Motor Research Co. in Grove, Oklahoma. Rex is a former 2-time Great Race Champion and expert flathead Ford engine builder. Upon disassembly, Rex called me and said all I can see that needs replacing are the Piston rings, Valve springs, Oil pump (since we are already stripped down) and a new set of main bearings "why are the engine parts so Black?" Well, Rex one of the products Team Synergy Coatings makes is a lube oil additive with molly as a main ingredient. This additive protects the internal parts from making metal to metal contact after sitting for extended periods of time; regular engine oil has long drained away. The additive protects the parts during start-up, reduces wear considerably.

Ray Terry built the engine in 1999. Team Synergy Coating was a dream and not incorporated until 2001. In 2001, we started using our oil additive in the Ford. Since that time we have developed additional coatings for the Motor Sports industry, our goal was to use every coating we make in the rebuilding of "Old Warrior's" engine.

Rex shipped the Ford parts to Robb Miller of Protex-IT in New Braunfels, Texas. Robb is Team Synergy Coatings licensed applicator for Texas, Louisiana, and Oklahoma. This will be the second set of internal engine parts Robb has coated for us, the first set are installed in my 33 Chevrolet.

### The Rebuild of "Old Warrior"



Pistons coated with thermal barrier, dry film lubricant and thermal dispersant



Crank coated with thermal dispersant



Pistons and valves tops coated. Springs coated to increase life against flexing

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Two additional cars will be entered in 2007 Great Race regional events under the Team Synergy Racing banner, a 1933 Chevrolet 5 window coupe (almost ready) and a 1916 Buick Speedster with a 6-cylinder Buick engine, which Rex is beginning to rebuild in December.



**1933 Chevrolet 5  
window coupe**



**1916 Buick  
Roadster**



For more information about Team Synergy Coatings products and services contact your regional "Licensed Applicator", their name and location can be obtained from the "Contact Us", page on our website, Coat-This.com.