

1999 FORD MUSTANG ASCAR MK3 6.2 LITRE V8 STOCK CAR

540 bhp at the flywheel @ 6500 rpm and 490 lb-foot of torque



Based on the 1999 ASA (American Speed Association) Ford Taurus body shape, the chassis was manufactured by Chas Howe in the USA in 2000 and prepped for racing in the UK by RML and Geoff Hauser Racing. The composite body is by Five Star Bodies in Wisconsin.

This car was raced as the #66 by Legends and European SCSA champion John Mickel at Rockingham Motor Speedway 2001-2005 with TorqueSpeed racing; he also raced it in the USA and made some of the mods there. These developments and the latest LS3 engine lead us to call this car an Ascar Mk3. The Ford body was fitted by John in his last season, 2005. The car continued with Duncan Gray #31 at Rockingham till ASCAR races ended in 2009.



New owner Marcus Bicknell prepped his ASCAR for 2019 in Joey Logano #22 NASCAR 2018 champion livery. This is the same livery Marcus had on the '71 Ford Mustang Mach 1 which he sold in late 2018 to Martin

Reynolds. Marcus's team-mate Andrew Knight in the #97 Pontiac ASCAR (photo below right) and Martin race with Bernie's Sports Racing & V8s promoted by the 750 Motor Club. Preparation in 2019/20 was by V8 race car specialist Duane Kidd's Revolution Fabrications at Stanton near Bury St Edmunds supported by Chris Richardson and Lee Maddox. Paint by Steve Ware's Paint 88. Vinyl decals by Neil Allgood's AGR Signs. 2021 prep by Kevin Borland in Corby.



4 wins in 2019 and 2 in 2020; Brands Hatch, Silverstone, Spa, Thruxton, Snetterton... here we come.

For technical specs and engine details, please turn the page.



CHEVY LS3 6.2 LITRE V8



The new Chevy LS3 6.2 litre V8 376/525 engine was supplied by Partsworld Performance in Cannock, Staffs, UK, fitted by Duane Kidd with Chevy's Engine Controller Kit, fly-by-wire variable ratio throttle and Emerald ECU, then tuned by John Lamsley at Emerald. The LS376/525 is sold as 525hp @ 6,300 rpm and 489 lb.-ft. @ 4,400 rpm. But John poked it, on Wednesday 13 February 2019, to 548 bhp at the flywheel @ 6700 rpm.



Here's what Chevy say about the motor... Fuel-Injected ferocity for performance cars of all ages. 525 horsepower in one of THE most powerful production-based crate engines. The LS3 525 is the most powerful LS3 V8 Crate Engine developed and utilises the ASA camshaft for increased power and torque. The ASA camshaft is a hydraulic roller with .525-inch lift on both sides, along with 226 degrees duration on the intake side and 236 degrees on the exhaust side. Coupled with a tight, 110-degree lobe separation angle, it helps the engine deliver excellent throttle response and breathe exceptionally well at high rpm. And for durability, the cam is complemented with higher-rate valve springs.

Chevy LS3 376/525 V8 tech specs

Power: 525 HP @ 6300 RPM, 489 ft. lbs. of torque @ 4400 RPM

Displacement: 376 CID, 6.2 Litres

Bore x Stroke: 4.060" x 3.620"

Compression Ratio: 10.7:1

Recommended Fuel: 92 Octane. 97 Octane used.

Block: Cast Aluminum with 6 bolt cross bolted main caps

Crankshaft: Nodular Iron

Connecting Rods: Powdered Metal Steel

Pistons: Hypereutectic Aluminum

Camshaft: Steel Hydraulic Roller Tappet

Cam Lift: .525" Intake / .525" exhaust

Cam Duration @ .050": 226 deg. Intake / 236 deg. Exhaust

Lobe Separation: 110 Degree

Cylinder Heads: Aluminum L92 style ports

Combustion Chamber: 68cc

Valves: 2.165" Intake/ 1.590" Exhaust

Rocker Arms: Cast Roller Trunnion, 1.7:1 Ratio

Balance: Internal

Reluctor: 58X

Maximum GM Recommended RPM: 6600



The gearbox is a Jerico 4-speed manual H-pattern. The gear ratios are 2.382 1st, 1.578 2nd, 1.178 3rd and 1:1 4th. The first gear ratio was new in Jan 2019; the previous 2.067 was too long for regular circuit racing especially getting round the paddock and to the collecting area without burning the clutch or juddering the whole drive train. Final drive ratios can be changed for each circuit with the drop gears in the Winter quick-change final drive... in its normal form, 6700rpm at the engine is driving the car at 150mph (242kph), so we have a base reference from which to adjust drop gears.

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