



A Canton Racing Products oil accumulator is tucked under the deck of another modified owned by Jimmy Reid. DeForest feels the accumulator provides an extra level of insurance on his engines.

windage. Our new pickup tube reaches the right-side kickout and grabs the oil. The kickout, which is efficiently designed, eliminates the need for an oil accumulator in most cases.”

Schroeder recommends that racers take the following approach.

“Install a top-notch oil pan first, and see if oil pressure fluctuations are still a problem,” Schroeder says. “If they are, then follow up with an oil accumulator. Or, if your rules limit which oil pans you can use, the rules may still allow you to run an accumulator with a less-than-desirable pan.”

Vaughn sees the oil accumulator fitting specific needs.

“You can have the best oil pan in the world, but it won’t change the laws of physics,” says Vaughn. “Our accumulator is for drivers whose cars stick well and/or they brake hard in the turns. Cornering G-Forces of today’s oval-track race cars are higher than ever. We’ve out-drove the laws of physics and that’s why oil accumulators are needed.” ☞

SOURCES

Canton Racing Products
North Branford, Connecticut
203-481-9460

Karl Performance
Des Moines, Iowa
888-771-5574

Kevko Racing Oil Pans & Components
Fairmont, Minnesota
800-770-3557

Moroso
Guilford, Connecticut
203-453-6571

Ohio Crankshaft
Greenville, Ohio
800-333-7113