

Albert's Green All-Motor Machine

Albert Rios' 11-sec PRO-AM All-Motor CRX

By Sami Sharaf

Pictures by Michael Ferrara

When Albert acquired his '88 Honda CRX in a trade, the first thing he did was hit the street races. Equipped with a Japanese Integra Type-R engine and Alaniz Street Comp cylinder head, the CRX was a force to reckon with. In 2001, a 12-second all-motor street car ruled the roads. In Albert's hometown of Indio, California there wasn't anyone else that had a faster all-motor car. After tapping out the street racing scene, Albert started to run the CRX at local drag racing events. The downside to being legit was there wasn't a designated class for his car back then. Albert ended up racing his car in bracket classes with 15-second beaters or he was stuck against professional racers where he would barely qualify.

Motivation

After losing a high-stake race, Albert decided that the stock bottom-end wasn't cutting it anymore and his new goal was to run 11's. After meeting with George Hernandez of SouthGate Auto, a bigger bore bottom-end was underway. After sleeving the Type-R block and bumping up the compression to 14.5-to-1, the CRX was putting down 272 wheel-horsepower. In November of 2003, Albert blasted down the track in just 11.88-seconds at 114 MPH. This was the happiest day of Albert's life; he finally broke the 11-second barrier.

With the new-found performance under his belt, Albert could be found in the finals of every race he entered. Albert kept working at the quarter-mile times and got them down to 11.61-seconds. Most people would be content at this point but not Albert, he still needed to go faster.

Sacramento Raceway Park
CNI SPRING JAM

Pac West
04/24/05

Big O Tires
17:55

	--- LEFT LANE ---	RIGHT LANE ---
Car # :	460	580
Name :		
Dial-in :	.00	.00
Reaction:	.240	.462
I1 :	1.647	1.851
I2 :	4.695	5.165
I3 :	7.226	7.828
MPH (I3):	96.803	
I4 :	.000	10.059
E.T. :	11.266	11.967
MPH :	121.775	118.606
Over/Under:		
M.O.V. :		
		WIN <1st>
L. Infrac:		
R. Infrac:		



11.26 @ 121MPH





Albert's Green All-Motor Machine

Albert Rios' 11-sec PRO-AM All-Motor CRX

New Beginning

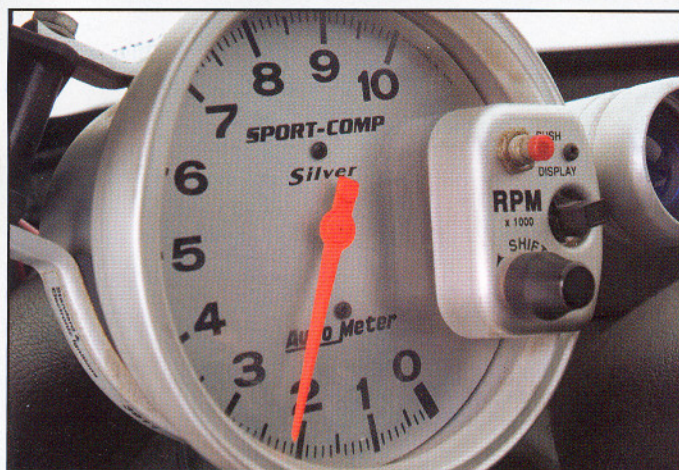
Now on his third engine, the 86mm setup was producing an astonishing 299 wheel-horsepower and 191 lb/ft of torque. Going down the track in Bakersfield, the engine let go, leaving parts scattered on the pavement. With the destruction of his last engine, Albert was short on cash. By buying some used parts, he put together another engine. While on the dyno a rod broke loose and Albert saw his racing hobby / career go down the drain. He was too tired and broke to invest in yet another engine for the CRX. He always felt that he had unfinished business and needed to get back into racing though. Albert was always known as "the guy with the fast CRX" and he didn't want to let go of the one thing he loved to do, race. Clinching his hobby, Albert still didn't have funding for his racecar.

Erick Saves the Day

Talking with friends from his team, Allen Cooke and Juan Quintana, the group tried to figure out what was best for Albert and his dream of racing. As Allen and Albert discussed the matter on the way to Erick's Racing, Allen found a way to get Albert out of his rut. Erick Aguilar of Erick's Racing Engines offered to help Albert get his car back up and start a sponsorship program. The idea was to represent Erick's Racing to the street market.

Erick went to work on an engine for Albert's CRX. Erick opted to use an LS block and build an LS-vtec





D Sport Vehicle Spec Sheet

Vehicle Information

Year / Make / Model:	1988 Honda CRX Si
IDRC Competition Class:	Pro-Am All-Motor
Vehicle Weight:	1950-2000 Lbs.
Launch RPM:	8,000 RPM
Shift RPM:	10,300 RPM
Fuel:	C16

Engine Information

Engine Code:	B18a
Displacement (cc):	2156cc
Bore & Stroke (mm):	85 mm & 95 mm
Peak Horsepower (@RPM):	280 @ 9,800 RPM
Peak Torque (@RPM):	191 @ 7,700 RPM
Dyno Type:	Dyno Pak
Pistons / Compression Ratio:	Arias 14.5:1 / ERE Custom
Connecting Rods / Crank:	Crower Econo / Crower ERE Custom
Block Modifications:	RS Machine Sleeves
Machine Work:	RS Machine / ERE
Camshafts:	Toda Spec-D
Valves / Springs / Retainers:	Supertech
Cylinder Head Mods / Gasket:	Full Competition Race Head Alaniz Technologies
Intake Manifold / Throttle Body:	Edelbrock Alaniz Bore / Erick's 70mm TB
Injection:	RC Engineering 440 cc/min
Engine Management:	Hondata S200
Exhaust Manifold:	Erick's Racing Custom 4-to-1
Performance Electronics:	MSD Ignition Digital SCI
Gauges:	Autometer

Chassis/Driveline

Front Springs (Make & Rate):	Progress / 800 Lbs.
Rear Springs (Make & Rate):	Progress / 600 Lbs.
Front Shocks (Make & Rate):	Progress
Front Shocks (Make & Rate):	Progress
Additional Suspension Components:	Pro Mod Front Traction Bars
Transmission:	PAR Engineering Dog Engagement
Transmission Gearing:	N/A
Final Drive:	4.92
Clutch / Flywheel:	Tilton Twin Disc
Differential Type:	Quaife
Axles / Driveshaft:	Pro Drive
Wheels (Make & Size):	Bogart (Front) / Weld (Rear)
Tires (Make & Size):	M&H 8.7-25x13 (Front) / 3.5-22x15 (Rear)

Interior

Roll Bar / Cage:	5-Point Roll Cage
Seats:	Sparco
Harnesses:	Simpson
Etc.:	Fulmer Helmet

Exterior

Hood:	VIS Racing Sports
Paint:	PPG Woodcote Mica Green

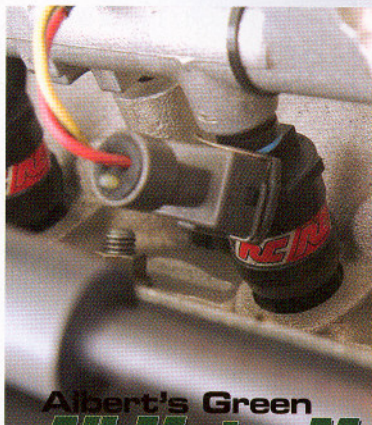


engine. RS Machines headed the sleeving responsibilities to make way for 85mm Arias Pistons. The new forged pistons came in a 14.5-to-1 compression ratio. To make the connection between the Crower 95mm crankshaft and Arias pistons, Crower Econo connecting rods were chosen. On the top side of the engine, an Alaniz Full Competition Race cylinder head was used. To orchestrate the valve duties a set of Toda Spec-D camshafts were installed along with the complimenting valvetrain. An Erick's Racing 70mm throttle body allows air into the Edelbrock intake manifold. Fuel components were kept simple yet effective with a quartet of RC Engineering 440 cc/min fuel injectors. This 2156cc powerplant produced 280 wheel-horsepower.

Track Proven Power

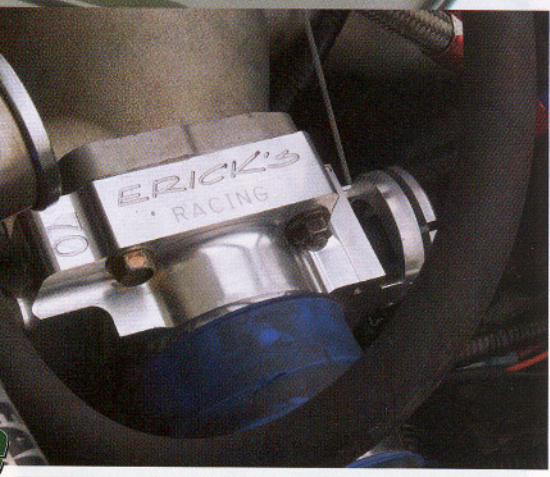
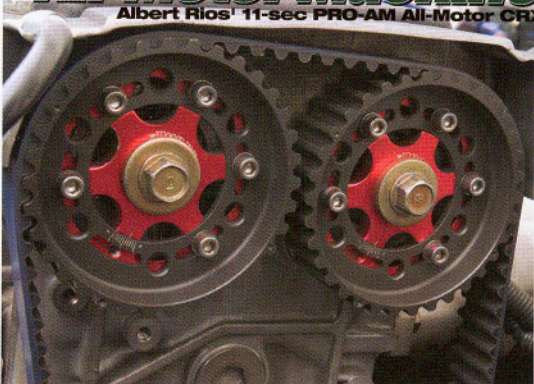
With all motor power on tap, Albert made a trip to LACR for testing. The first pass yielded an 11.77-second run at 119 MPH. With only enough time for one more pass, the car went through the traps in just 11.460-seconds at 121 MPH. The CRX was running better than ever before and best of all, not breaking!

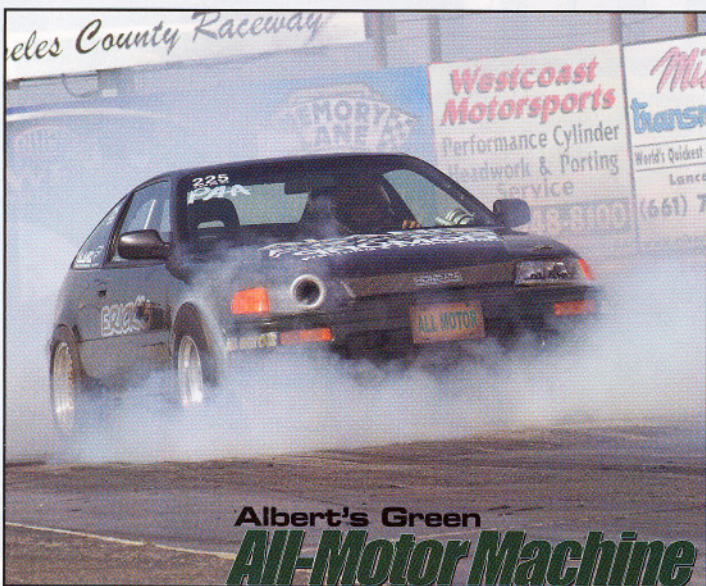
The following weekend, Albert and the team made it to CMI. During an exhibition run, the CRX blasted to the finish line in 11.26-seconds at 121 MPH. Working with 280



Albert's Green *All-Motor Machine*

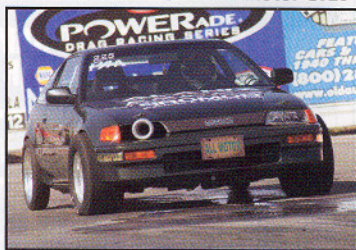
Albert Rios' 11-sec PRO-AM All-Motor CRX





Alber's Green All-Motor Machine
Albert Rios' 11-sec PRO-AM All-Motor CRX

horsepower, this team's 11-second performances prove they're right on point. Albert and his crew plan to hit all the West Coast events this season and if funding allows, Albert would like to tear apart the street cars on the East Coast as well. After hearing about this team's journey there is no doubt in our minds that they will traverse the 10-second barrier in no time. ■



THE HOOK UPS

Alaniz Technologies

409 E. Gardena Blvd, Unit B, Dept. DS31
Gardena, CA 90248
(310) 808-9704

Arias Pistons

13420 S. Normandie Ave. Dept. DS31
Gardena, CA 90249
(310) 532-9737

Autometer

413 West Elm St. Dept. DS31
Sycamore, IL 60178
(815) 899-0800

Bogart Racing Wheels

10704 Prospect Ave, Suite B, Dept. DS31
Santee, CA 92071
(619) 596-7605

Circuit Worx

6530 Alondra Blvd. Dept. DS31
Paramount, CA 90723
(562) 630-8884

Crower Cams & Equipment

6180 Business Center Court, Dept. DS31
San Diego, CA 92154
(619) 661-6477

Dynapack

70 Victoria St. Dept. DS31
Alicetown, New Zealand
+64 (4) 587-0484

Edelbrock

2700 California St. Dept. DS31
Torrance, CA 90505
(800) 416-8628

Erick's Racing Engines

1842 Del Amo Blvd. Dept. DS31
Torrance, CA 90501
(310) 320-5788

Fulmer Helmets

122 Gayoso Ave. Dept. DS31
Memphis, TN 38103
(800) 489-2300

Hondata

386 Beech Ave. Dept. DS31
Torrance, CA 90501
(310) 782-8278

M&H Racing

P.O. Box 3608, Dept. DS31
Bakersfield, CA 93385
(661) 324-4773

MSD Ignition

12120 Esther Lama, Suite 114, Dept. DS31
El Paso, TX 79936
(915) 857-5200

PAR Engineering

19 Saggartfield Rd. Dept. DS31
Minto, NSW 2566, Australia
+61 2 9820 1100

Progress Group

1390 N. Hundley St. Dept. DS31
Anaheim, CA 92806
(714) 575-1193

Quaife America

32240-E Paseo Adelanto, Dept. DS31
San Juan Capistrano, CA 92675
(949) 240-4000

RC Engineering

20807 Higgins Court, Dept. DS31
Torrance, CA 90501
(310) 320-2277

Simpson Race Products

328 FM 306, Dept. DS31
New Braunfels, TX 78130
(800) 654-7223

Sparco Motor Sports

1852 Kaiser Ave. Dept. DS31
Irvine, CA 92614
(800) 224-RACE

Supertech Performance

3851-C Charter Park Dr. Dept. DS31
San Jose, CA 95136
(408) 448-2001

Tilton Racing

25 Easy Street, Dept. DS31
P.O. Box 1787
Buellton, CA 93427
(805) 688-2353

Toda / AKH Trading

130 McCormick Ave. Suite 107, Dept. DS31
Costa Mesa, CA 92626
(714) 327-0181

VIS Racing Sports

18856 E. San Jose Ave. Dept. DS31
City of Industry, CA 91748
(626) 839-9833

VP Racing Fuels

P.O. Box 47878, Dept. DS31
San Antonio, TX 78265
(210) 635-7744

Weld Wheel Industries

6600 Stadium Dr. Dept. DS31
Kansas City, MO 64129
(800) 669-9353