



Last year, the big-block cylinder heads that Mike Androwick and Mike's Racing Heads developed helped power Brett Hearn to his eighth Super DIRTcar Series championship. Now Androwick seeks the same success in dirt late models, with his new 10-degree head.

RACING HEAD MAESTRO

By Sam Logan

With years of winning experience, Mike Androwick and his company, Mike's Racing Heads, develop a new 10-degree cylinder-head port design for dirt late models.

Androwick (right), and his son, Mike Jr., are the force behind Mike's Racing Heads.



BRUCE A. BENNETT (HEARN), MOORE GOOD INK (ANDROWICK AND SON)

Last year Mike Androwick's big-block cylinder head designs won the Super DIRTcar Series championship, with Brett Hearn behind the wheel. Hearn, with over 800 career victories, was quick to recommend their virtues.

"I've never driven a smoother race engine," says Hearn. "Better still, it's effective on any track and under any conditions."

Then, in March, Androwick introduced an innovative, new port design for 10-degree Brodix cylinder heads, geared

toward dirt late models, which he believes will be the next big thing in short-track racing.

"With this new head, we have a serious shot at doing well on the short track ovals," says Androwick. "It has the potential to deliver 10 to 15 horsepower

better than anything else out there. Mind you, it's different, and it needs a different tune-up compared with conventional 13-degree heads."

Mike Androwick, a warm congenial man, was born and raised in West Chester, Pennsylvania, a suburb of Philadelphia. His mother was a waitress and bartender, his father a milkman who served the dairy industry for 30 years. His sister knew Larry Woodward, the owner of Brandywine Cylinder Heads, and in 1981 she succeeded in landing a job for her younger sibling as a porter of racing cylinder heads.

So it was in West Chester he made his start. The work offered him knowledge and he took an interest in it, discovering he was good at it. After a while, the many engine variables made good sense to him and now, in a career that has spanned 33 years, he embraces the development of not only competition cylinder heads but also intake manifolds and valve trains.

In 1989, he set up Mike's Racing Heads and for 11 years served engine builders specializing in short-track oval race engines. Always inquisitive, always motivated by clear, well-thought-out ideas for improving engine power, Androwick ran it successfully until moving on to join Dart in January 2000 to manage their CNC department and new product design. After two-and-a-half years in Detroit, he worked with NHRA pro stock teams.

At the end of his NHRA pro stock tenure, Androwick emerged as a mature, veteran racing head specialist, who is now once again experiencing the high life. He reopened Mike's Racing Heads in 2007, in Concord, North Carolina, and returned to the short tracks in the Northeast, supplying 70 sets of heads, intakes, and accompanying valve train to the big-block flock over the past few seasons. Few race engine parts have captured the imagination quite like these heads.

"Their success exceeded our expectations," says Androwick. "I'm hoping our new 10-degree heads will be as hotly anticipated by dirt late model racers."

Finished, dyno-tested, track-tested, and ready to race, Mike's new 10-degree DLM series gives reason for optimism. 🏆

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