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Volume 17 Issue 9
SEPTEMBER 2011



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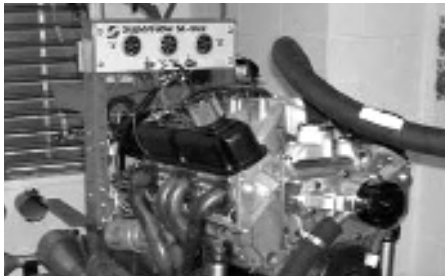
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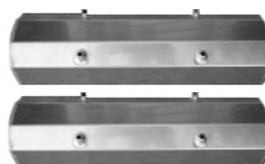


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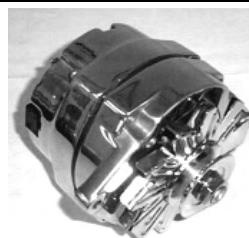


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HELLLOOOOOOO..... 911 !
Can you believe it has been ten year since that day in 2001 (known as 911) that changed the way we now look at everything from that day forward, September 11, 2001. It will be a day to remember as I will that morning getting ready for work, hearing on the radio that a plane had just crashed into one of the Twin Towers in New York City.

Turned on the TV to see live coverage of the second plane hit the Tower, and wondered what the rest of my day was going to be like, if I should kiss my kids for the last time. Security and surveillance has become an everyday part of our society, as everywhere you look...someone is looking right back at you. Mandatory searches and delays, as well as the associated costs, are all part of our routine due to some idiotic religious beliefs of a certain few...who claim they have the right.

Well, I also would like to have the right, in my own country, not to die today! A lot of mommies and daddies never got a chance to kiss their kids goodbye that morning...and their kids are still waiting for them to come home. Take a moment to remember and respect those lost in this tragedy on September 11, 2011.

Let me lighten up your back to school with some vintage blonde jokes, to start the fall semester.....

CAR TROUBLE A blonde gets her BMW into a gas station (back in the day they sold gas and serviced your cars at this type of a place) and tells the mechanic it keeps dying on me. After he works on it for a few minutes, it is idling smoothly. She says, 'What's the story?' He replies, 'Just crap in the carburetor' (vehicle before fuel injection) She asks, 'How often do I have to do that?'

SPEEDING TICKET An RCMP officer stops a blonde for speeding and asks her very nicely if he could see her drivers license. She replied in a huff, 'I wish you guys would get your act together. Just yesterday you take away my license and then today you expect me to show it to you!'

WALK ON THE WILD SIDE There's this blonde out for a walk. She comes to a river and sees another blonde on the opposite bank. "Yoo-hoo, Hellooooo" she shouts, 'How can I get to the other side?' The second blonde looks up the river then down the river and shouts back, 'You ARE on the other side.'

DOCTOR'S OFFICE A gorgeous young redhead goes into the doctor's office and said that her body hurt wherever she touched it. 'Impossible!' says the doctor. 'Please show me where it hurts.' The redhead took her finger, pushed on her left shoulder and screamed, then she pushed her elbow and screamed even more. She pushed her knee and



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screamed, likewise she pushed her ankle and screamed. Everywhere she touched made her scream. The doctor said, 'You're not really a redhead.... are you?' 'Well, no' she said, 'I'm actually a blonde.' 'I thought so,' the doctor said. 'Your finger is broken.'

KNITTING A Chilliwack highway patrolman pulled alongside a speeding car on the freeway. Glancing at the car, he was astounded to see that the blonde behind the wheel was knitting! Realizing that she was oblivious to his flashing lights and siren, the motorcycle cop, comes right up next to her drivers side window, and yelled, 'PULL OVER!' 'NO!' the blonde yelled back, 'IT'S A SCARF!'

BLONDE ON THE SUN A Russian, an American, and a Blonde were talking one day. The Russian said, 'We were the first in space!' The American said, 'We were the first on the moon!' The Blonde said, 'So what? We're going to be the first on the sun!' The Russian and the American looked at each other and shook their heads. 'You can't land on the sun, you idiot! You'll burn up!' said the Russian. To which the Blonde replied, 'We're not stupid, you know. We're going at night!'

IN A VACUUM A blonde was playing Trivial Pursuit one night. It was her turn. She rolled the dice and she landed on Science & Nature. Her question was, 'If you are in a vacuum and someone calls your name, can you hear it?' She thought for a time and then asked, 'Is it on or off?'

The views and opinions of "Catfish" are his own and not endorsed by his employer(s), Quicktimes, NHRA, the Roman Catholic Church, his family, friends or any one else in Canada or on this planet.

Uniquely Streetable Sport Coupe

by Fred Nelson



One good thing about being an old guy is that you can look both ways in time. When it comes to an old-car situation or event, we can simply rewind to that particular time. For our feature car today, we go back to when we used to gather at the Royalite station on 6th Avenue and about 7th Street SW... no... too far. Okay, let's go back to the early days of Bullsh__ Corner, at 6th Avenue and 2nd Street SW, by the old YMCA. That was only thirty years ago. NASA was going to piggy-back a funny-looking jet onto a rocket and send it into space. But, I digress.

Car clubs had always been around, but they were for certain makes & models etc. I was driving my beloved Bambi, a 1964-and-one-half Chevy II with four doors. It was running a Corvette LT-1 engine and a Turbo 375 with a small torque converter. I even drove it to work at The City Of Calgary, and had it on car allowance.

I met Chris about this time. He had been driving his '59 El Camino, and like me, there was no club we actually fit into. Clearly, what was needed was a miscellaneous club for us huddled masses. The Uniquely Street Car Club was born. It was a good fit for all of us.

I was a mild-mannered Land Department employee by day (until 4:30 PM) and a street cruiser by night. Chris was a mild-mannered school teacher by day, and fellow car guy by night. Another member of the newly-formed club decided he just had to have Chris' El Camino.

Although it wasn't for sale, Chris finally relented. He really wanted a '64 Impala Super Sport anyhow. Al Gore was still skinny, and had not yet invented the Internet.

One day, somewhere down near the Stampede Grounds, Chris ran across this triple-black SS hardtop, with only 12,000 miles. It was a 300 horse 327-V8, four-speed with all the original paperwork. It was hardly out of the package! Chris took the pile of cash from his El Camino, applied a bunch of his Credit Union savings, and became the proud new owner.



The original bill of sale showed the buyer trading in his old car, a '62 Impala 409-V8 with four-speed. (Yeah... who knew at the time?) A little further investigation found it to be a Canadian car. Most of the Canadian SS models were right-hand-drive and sent to Australia (the USA didn't send any there).

Through this miscellaneous car club, we met many of the successful car people in Calgary and area. Several of their automotive firms are still operating.

One talent we all seemed to share was the ability to party, and one would frequently break out at a moment's notice.

Other than tires and exhaust, Chris has kept his mobile time warp in original condition. The speedo just turned to 57,000 miles, and it is always kept indoors. Now retired, Chris gets to a few car shows and cruise nights when opportunity permits. He just disappeared for a long time, but now he's back; car guys do that.

Chris says he has a new philosophy these days – it's mind over matter. "If you don't mind, it don't matter." Sounds good to me.

Fred Nelson is an accredited local appraiser who owns and operates Nelson Racing. Reach him at 403-242-3856.



Dave Morgan to Repeat Canadian Seminar Tour in 2011

Think you have some evil not-going-straight gremlins in your drag car, but can't find 'em? Does your MPH tell you you're fast, but your E.T. doesn't? Are your April time slips quicker than your August time slips? Now you can learn how to identify your problems and, even better, how to fix them yourself. You should plan on attending one of Dave Morgan's seminars and workshops.

The first day of the event is the seminar. This will be an intensive learning experience so racers are advised to get plenty of rest before attending. It will last all day long. New to 2011 is the presentation format, which will feature twin screens, one for an overhead projector and one for a power-point projector. Students will also receive a workbook for the seminar.

The second day is the workshop, where racers will be invited to bring their cars for hands-on work. The projects normally include: checking rear axle alignment, taking corner weights, locating the center of gravity height, mapping instant centers on four-links and bump-steering front ends. "Occasionally, a racer will simply like his car inspected," Morgan said. "Sometimes a guy simply

wants to have his new car looked at before he races it. Other times, a fellow may want help in determining why his 60-foot times are so lame. In any case, students are always invited to bring videos, data logger files, or their logbook, so I can review that with them on Sunday."

You can register online as well as read past testimonials, check out the course outline and even take a self-test. Just go to www.davemorganseminars.com. You can also register by calling Dave on his cell phone, which is 567-242-9779.

Cost of the event is \$85/day. Attendance at the workshop is not mandatory, so if you only want the lecture, you can register for the first day only. If you do want to attend the workshop, attendance at the seminar is mandatory, unless you are a previous student.

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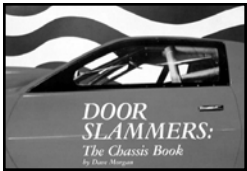
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In the last issue we covered how important corner weights are in their effect on making the car launch in a straight line. Keeping in mind that we must take a two-pronged approach when solving this problem, we'll now

look at the second approach, making sure the rear axle centerline (CL) is square within the car.

There is an old axiom in suspension alignment that every tech student is taught when they are learning how to make a four-wheel alignment; the rear axle steers the car while the front axle controls the car. This is even truer in our sport where weight transfer, torque and extra-sticky slicks make the rear axle more dominant in steering the racecar.

The biggest mistake people make when squaring a differential housing is to rely on body references. I hate to admit this, but if you're working on a '60's or '70's era North America-built car, the tolerance for fixture holes is $\frac{3}{4}$ -inch. That means that any body panel, frame rail or rocker panel can be up to $\frac{3}{4}$ -inch different than its "twin" on the opposite side of the car.

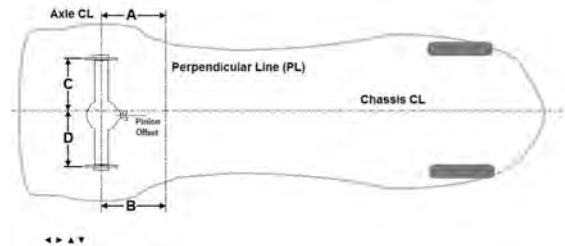
So we have to create a more realistic reference for squaring the rear axle. This reference is known as a Chassis CL. It's found by dropping plumb bobs off the suspension frame pivot points at all four corners. Then, you find the midway point between the front two plumb bob marks and the two rear ones. When you connect the two midway points by a taunt string, you have a Chassis CL. This is a very reliable reference for measuring side-to-side for the suspension or the frame.

We next need to establish a reliable front-to-rear reference, which is called a perpendicular line. By far, the easiest way to do this is to get a pair of standard carpenter's squares and butt them up against each other with the Chassis CL sandwiched between them. This establishes a reference that is 90 degrees to the Chassis CL. Now we can measure the rear axle CL front-to-rear off the Perpendicular Line and side-to-side off the Chassis CL. Incidentally, the Chassis CL can also be used as a reference to measure the pinion gear CL.

Let's focus on the Perpendicular Line for a moment because it is invaluable when measuring wheelbase, which is the distance from the rear axle CL and the front spindle CL. In some categories like Stock Eliminator and Super Stock, you are allowed to offset the front spindle CL. In other words, one front wheel is further forward than the other. This is a great benefit for racers who stage on the full tree and race for the lowest E.T. possible. By having one tire ahead of the other, the rollout is effectively made longer so the driver can shallow stage, leaving earlier on the tree and actually have a rolling head start by the time the green light comes on. In some cases, this head-start will gain you a tenth at the finish line.

When most tech guys measure spindle offset, they do so simply by measuring the wheelbase on both sides of the car. If the wheelbase is altered by more than what the regs allow,

BINGO; you're busted. However, what would happen if the rear axle CL was forward on the passenger-side of the car, making the wheelbase shorter yet the spindle offset was legal? The tape measure would indicate that the net change between the rear axle misalignment and the front offset on the driver-side would be past accepted specs. The guy would get bounced with a legal car. On the flip side, what if a racer cocked the rear housing in the car so that the wheelbase was short on the passenger side, and then ran a greater offset than what was legal on that same side? He'd pass tech because the wheelbase would be nearly the same on both sides (plus-or minus the offset dimension.) I can promise you, some guys have cheated the offset rule by this technique.



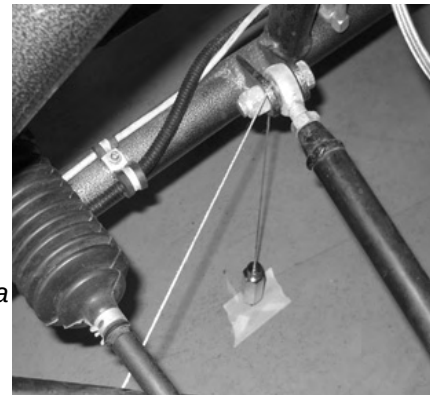
Yet, if tech inspectors would find the time to develop a Perpendicular Line and measure wheelbase at the front and rear separately, they'd find these guys who know this trick. Incidentally, anyone standing on the starting line can spot someone trying this. The car will dog-track, or drive with a slight crab-like stance. It will drive in a straight line, but the body will not be pointed forward.

There's another interesting side note to this type of rear axle measurement; it's called "Rear Steer." You see this a lot in high-powered cars. The suspension tuner will actually place the rear axle CL so that the passenger-side IS forward of the drivers-side. In categories where the torque levels are high enough to make the car drive left, this will help it drive right and counter-act the torque. The range of wheelbase offset is normally from $\frac{1}{4}$ -inch to $\frac{5}{8}$ inch.

Getting back to slower cars that want a centered rear axle, you'll be surprised how much gain you can notice on overall E.T. I've seen heavy (3500-pound) high-nine second cars gain a tenth, just by making the rear axle properly aligned in the car.

In closing, I'd like to remind readers that PitBits is a reference tool for you. If you have any questions you'd like answered, just ask.

You can reach me via e-mail at staay-tuned@aol.com.



When I wrapped up last month's coverage of the Pismo Classic car show, I had no idea what this month would bring except a ten-day visit from my wife's dad.

My weekends were tied up with work, and there were a few projects around the house that needed to be finished by early August....more on that in a minute.

After serious consideration and a little agonizing, I decided to visit the guys at the Hot Rod Ranch and bring you the story of the Spirit of San Fernando. That's where the agonizing came in. This car was featured in Hot Rod Deluxe last year, and I didn't want it to seem like the same story over again or the easy way out. Sure I read Dave Wallace's story; and I even referenced it for some of the factual detail.

Facts are facts right? But since the HRD story, a lot has happened to the car--stuff they didn't know!

I have been waiting for quite awhile to take photos of this car. With only one day to spare, I ventured out to the ranch on a chilly and overcast Sunday morning. These weren't the most ideal conditions for taking photos, but it was what I had to work with. Plus I needed to get the job done.

Now I'm sitting here in my recliner, with my laptop getting the words together for the story, and staring at my toes. I messed up my knee at work following the March Meet. After an MRI and a visit to the doctor, it was determined that the damage was done and surgery was eminent. We set the date for August 9th and here we are-- on the road to recovery. That's my story and now here's a little something on the Spirit of San Fernando.

In my opinion, and I'm sure most of you would agree, nothing is as cool as a vintage gasser. I've proclaimed my love for this type of car on these pages several times...there's just something about vintage drag cars that starts the time machine in my mind. Before I know it, I'm in some 1960's black and white dream on a Saturday night in Southern California!

Dave Miller and Jack Forrester are a couple of guys that lived and raced in the era of straight axles, radius wheel wells, and set-back engines. Jack is responsible for building this time capsule from a \$150.00 commuter car that he bought way back in 1961. From his home in the San Fernando Valley, the slightly northern Mecca of speed in SoCal, Jack used his aerospace skills and salary to evolve his seemingly austere 55 coupe from cruiser to a killer. Over an eight year period, 1961-69, Jack and his 55 were a fixture at San Fernando Raceway. Dave Miller also preferred the friendly confines of San Fernando over the more popular strips of the southland. Though Dave and Jack don't remember each other from their younger days at the track, they now share a common bond as owners of this beautiful 55!

Dave Miller is a purist, he likes things the way they are or the way it was done. I talked with Dave out at the ranch one Saturday as he was working on his latest acquisition, the Panama Red 56 Chevy. Dave reached into the trunk of the 56, grabbed a wiring harness that had been cobbled together and says, "See this, this is how they did it, most guys would fix this, but this is authentic!" That's the same approach Dave took with the 55. "I like my projects to have a theme" Dave says, "the 55 was a force at San Fernando, the only photos I have of the car are from San Fernando, hence the Spirit of San Fernando!"

Fifty-five is a recurring number in this tale; and coincidentally, it's the exact number of Ben Franklin's that Dave paid Jack for the car. I don't know what the car looked like before Dave started the restoration, but I would figure the sum of the parts alone would easily double the price. Not to mention the car was parked and not touched after San Fernando unceremoniously shut down sometime back in 1969.

From what I could gather, the thrill was kind of gone for Jack. He swapped his reliable dual quad set-up for a Hilborn injection unit. The car never ran right with the injection, and Jack never found the motivation to travel to any of the other tracks and sort it out. So the car sat from 1969 until Dave came calling around 1996.

When Dave bought the car, he intended to restore and eventually relive his younger years with a few trips down the 1320...that part never happened. Oh yes, the car is restored preserving the details of an era and a young aerospace workers imagination with the exception of a few minor interior appointments, but never raced! The Spirit rests again!

The Muro brothers at the Hot Rod Ranch were among the handful of people that helped Dave with the restoration of the 55, and the fate of the car was about to come full circle.

As in any restoration, there were a few gremlins. The Hilborns were still not responding properly and something happened to the clutched hydro leaving the car immobile. Dave got the notion to sell the car. So he had it transported up north to an auction in Monterey. Even with a conservative reserve on the price, the car didn't sell. So it was back on the transporter and back to the ranch.

Knowing that Dave was interested in parting with the Spirit, and knowing that Gil had a soft spot for 55 gassers, and the preservation of vintage hot rods, Dave and Gil struck a deal which included Gils Panama Red 56 going to Dave. I don't know the rest of the details of the transaction...it's a car guy thing!

After getting over the excitement of knowing he now owns a beautifully restored piece of racing history, Gil got to the task at hand--getting the Spirit running and driving properly. The first thing Gil did was contact fellow gasser aficionado, Auggie Delgado. From what they tell me, Auggie is the master of exotic induction. After seeing him work, I would have to

agree. Auggie and his buddy Larry Fator (another gasser guy from way back) showed up with a mini Hilborn speed shop in the back of his truck. They had pumps, lines, and a bunch of this-and-that which would baffle us know nots!

After a couple of hours of tinkering, Auggie and Larry had the little 301 singing a tune. The vintage Schiefer Mag was a little cramped in the back of the engine compartment, so a quick re arrangement of the plug wires gained them the timing they needed. Though it looks bitchin, Jack's original aluminum throttle bell crank proved to be too weak and flexed under load. Gil plans to do a little stealth reinforcement to make the part more rigid.

When they wrapped up their day, the car was able to start without priming. Auggie recommended a few changes to the fuel system that would make the car a little more streetable, but Gil is content for now knowing that the car will start and run.

Within a week of getting the car running, Gil and his brothers Randy and Jamie had the 55 up on the lift and had the trans. out. Gil didn't know what to expect having little experience with a clutched-hydro. After getting the Torque flight trans. on the bench and the rest of the hardware out of the way, the brothers found the source of the problem. The throw out fork was hitting the clutch fingers and the clutch wasn't working. A new clutch was ordered, the geometry of the fork was adjusted, and the trans. reinstalled. Within a week, the frustration and aggravation that started back in the 60's was over. The Spirit now runs and drives. Gil hasn't put the old girl through the paces, but a quick romp of the throttle and shifting of the gears gives every indication that she's ready to go. Gil has had a few ideas running through his head including swapping motors and transmissions so he can make a couple passes at the nostalgia drags....but is the risk worth the reward....that's a question I can't answer. Gil does, however, have his mind made up about getting the car back to it's original candy tangerine color which will be sometime in the future.

There is so much more about this car that I didn't cover. From the blue plexi-glass windows, to the Kellison fiberglass panels, down to the Halibrand magnesium wheels. The unmolested craftsmanship or in some cases, the crude functionality that transformed this once two ton-er into a 2400 pound lightweight. Then there's the little 283 that was punched an eighth of an inch and given the full Isky roller valve train. The list goes on!

I've used up all of my space for this month. I hope all you gasser fans out there enjoy this stuff. The boys at the ranch have set October 8th as the date for the 2nd Annual Gasser Round-up. So look for that coverage around snow time! Until then, enjoy the photos. We'll see what next month brings.

Doug





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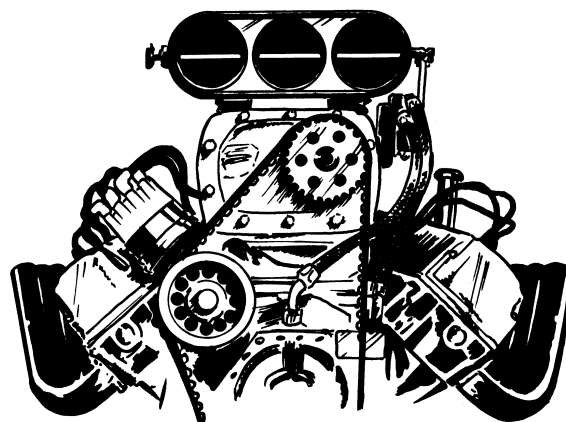
316 Eaton/RWR. S.B.C. 2.42 h.p. per cu.in. 767 H.P. with single 750 carb. G.M.Bow Tie Block, Byrant Light crank, Bill Miller Pistons/ GRP Rods, 12* Chev Heads by Ron's Titanium Valves, Jessel Rockers, 29 c.c. chambers, Peterson External Oil/Vac. Pump, Comp Cam, Jessel belt drive, Jessel front drive dist., CSR Water Pump, Hogans Sheet metal intake single & 2x4 top 1/2"spacer GP drivers side starter., Stefs Alum. Pan big kick out c/w Teflon coated stripper, Motor plate and aluminum flex plate, This motor went 8.90's @ 2985# (135# heavy)in SS/BS in bracket mode., Can run in ss/bs/cm/dm, Will make 25-35 h.p. with second carb. It has 35 soft runs on it. \$14,000

326 R.W.R. S.B.C. 2.38 h.p. per cu.in. 777 h.p. with single 750 carb, G.M. Bow Tie BlockByrant light crank, Bill Millar Pistons/GRP rods, 12* Chevy heads by Ron's Titanium Valves jessel Mohawk Rockers, Peterson External Oil/Vac. Pump, Bullet Cam, Jessel belt drive Jessel front drive dist., SR Water Pump, Hogans Sheet metal intake single & 2"spacer CSR drivers side starter., Moroso Alum. Pan big kick out c/w Teflon coated stripper Motor plate and aluminum flex plate, This motor went 8.90's @ 2985# (40 # heavy) in SS/BS in bracket mode. Can run in ss/bs/cm/dm, Will make 25-35 h.p. with second carb. It has 25 soft runs

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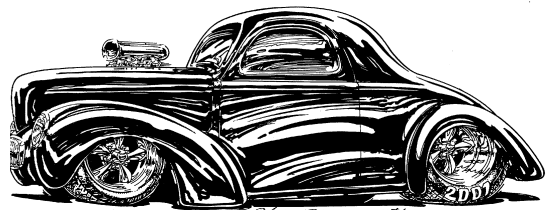
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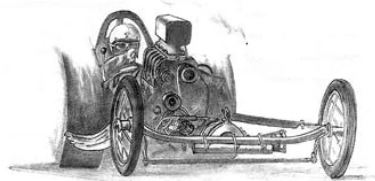
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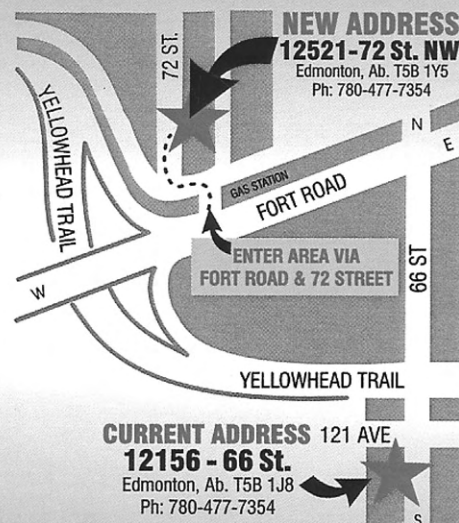
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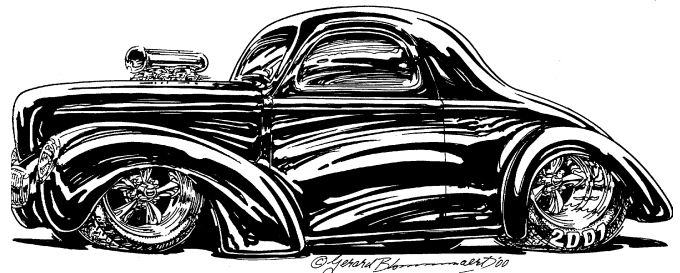
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68 Camaro, 7.50 Chassis, Strange struts & Brakes, pro gears, new 40 spline gun, drilled axles, 33x16x15 Goodyears, 70% left, 990 HP Shaffirof, Zex perimeter plate, 25 passes since fresh, all parts upgraded, same with Dedenbear Powerglide. Too much to list, Best 8.65@156Mph 8.17@170Mph with 200 Shot, \$29,500.00. Ready to race. Call Paul 780-990-8795F6



ET,S/C,Top Dragster. 2007, 180" FED. Both IHRA and NHRA Advanced ET Tags. All SFI certifications good for 2 more full seasons. Ford 9" w/brace, 3:89 to 1. Strange alum. center section, 35 spline axels, spool, billet 4 piston callipers and quick coupler. PG trans with J/W Ultrabell, TCS 9310 vaccumelt straight cut gear set, 300M input shaft, TCI Pro Transbrake, B&M flexplate and transhield, locking dipstick, ATI overflow tank. Full Autometer instrumentation, including Ultimate II playback tach. Quarterpro Shifter w/electric solenoid. Dedenbear crossover delay box. SFI quick release Butterfly steering wheel. Deist parachute. 16x33x15 Goodyear's. House of Colors neon yellow paint by Extreme Bodyworks, lettering by Ace Fine Lines. This is a clean, well built car. Went to the finals at the Big Bucks Top Eliminator race in Edmonton 2010. It is a crowd favorite and an absolute blast to drive. Asking \$15,750 roller w/trans. Call Jack H780-922-2582, C780-720-2250 M1-6



1966 Chevelle 10:20 ET selling as roller, c/w 468 on alcohol, 2 speed glide (motor needs bottom end), 100% complete c/w all parts, glass hood & trunk, 4 new Hoosiers, new quarter panels, light weight doors & bumpers, new front disk calipers & rotors, Lexan windows, Ford 9" with 456 gears, Mark Williams axles, c/w lots of extra parts. excellent condition. \$19,500. 780-462-9600 M2-6



2006- 4 link M & M dragster, for sale with 605 AMS engine, 1060 hp, 9" cone convertor, 430 gears, BTE trans, 180 straight cut gears, carbon fibre wing, 23" cage, car looks excellent, runs great, must be seen to appreciate all the chrome and extras, car runs 7.50"s in Edm, 6.50 tag, Tom-780-406-5141 M2-



1973 Vega, 350 with Weiland intake, Edelbrock carb, Hedman headers, 4 speed Muncie. Car is very clean inside and out. Body is original. Car is Alberta registered. \$5900. OBO. Call Jerry 403-550-2323

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FARRRRR OUT.... FUNNY CARS

by Don Macgowan

Known as well as, the Mission National Open, The funny car was the king of the quarter mile back in the 70' and 80's. Their stage was the drag strips across America. These drag strips would be busting at the seams with spectators that wanted to hear and see the fire breathing, ground shaking fiberglass crusaders. This was a time that had car and driver traveling the countryside for match races and shows that were common in the 70's and early 80's. These drivers would sometimes be booked into 3-5 events a week.

Some of the cars that currently run on the nostalgia circuit are original cars from the 1970's and have been replicated to look as they did in their glory days. Others are bodies and or chassis's that have somehow survived the test of time. Most of the cars have nicknames that made the 70's funny car scene so attractive. Each year there seem to be more cars built, with some old familiar names reemerging.

With names like Mr. Explosive, Plueger & Gyger, Twig Ziegler, The Prospector, Candies & Hughes, Jolly Rogers, The Iceman, Bucky Ausin and Mark Hentges, Tim Boychuk, Mike Grekul, the Sitko team and more.....Killer!! Nitro brings tears to my eyes! Check out the Jungle ride!

Mission Raceway has set the bar in Canada with a featured 32 car show at this year's National Open! Western Canada has never seen a Funny Car field this big! And all of the cars were the same body styles made popular from the late 60's to early 80's.

The Nitro Funny Cars are the main players this year; It was the biggest gathering of Nostalgia Nitro Cars (NFC) ever in Canada and adding in the other two Funny Cars classes, there are well over 30 on the grounds this weekend. The Nitro Cars are lead by defending champion and world record holder Tim Boychuk in the Troy Lee Designs Trans Am, and featured cars from Alberta, B.C. as well as the American teams.

Then there was the NW BB/FC class including many drivers who used to race back in the day and also include a few standout Top Alcohol racers from the 90's and 2000's. This group runs on a 6.85 index and is known for smoky burnouts and great side by side action. This event also featured the Rocky Mountain Funny Car Assoc. which is one of the most popular groups anywhere. Funny Cars were abundant to say the least! Enjoy the pic's.

Tim Boychuk continued his dominance at MRP, but it was close in the final as Darrian Bay (Twig Ziegler) was just a few hundreds back of Boychuk in the final round. Boychuk had just ran a 5.72 at 250 earlier!! *These guys have the stones to bring home the bacon!* Ron Huegli dominated the NWBB Funny Car group with two 6.85's on their 6.85 number. In the final he went 6.88 to defeat Randy Parker.....shoulda kept that one Dave..... these guys put on a show! Norm Kolwich almost had a dream debut weekend for the RMNFC group. He lost in the final against Eddy Plaizier when he broke out by .02 (went 6.88 on the 6.90 index). One hell of a debut!! Joe Delehay made the first 5 second door car pass in Western Canada and has the CPSA E.T. and M.P.H. record. He went 5.99 in round one @ 242 and then backed it up with a 6.00 in round two. Joe defeated Yvonne Lucas. She went 6.35@ 222, career marks and the CPSA nitrous record. Congrats to you both!

Sportsman winners-

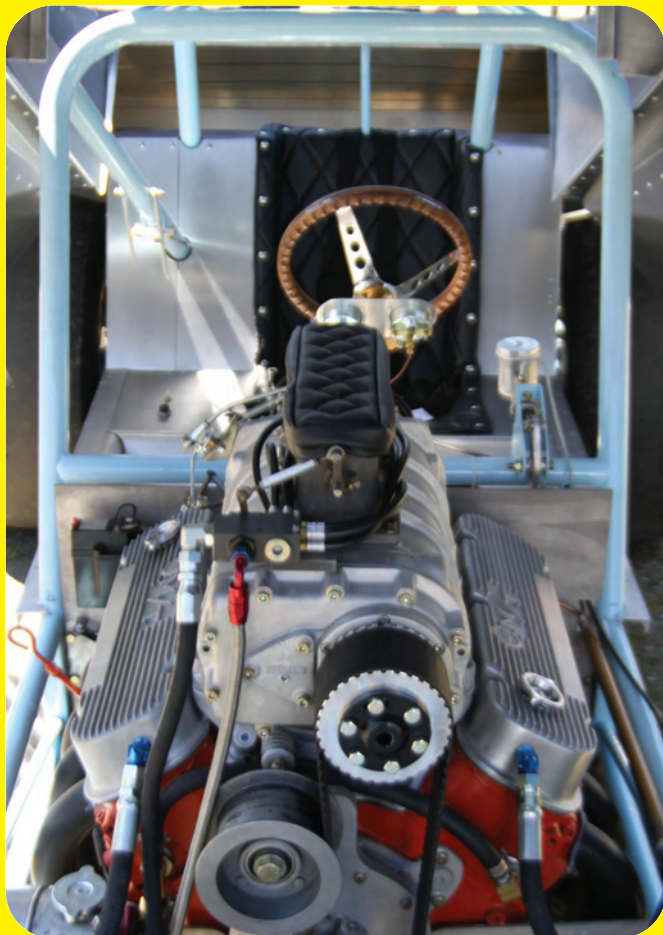
Comp, Pat Byron from Hoquian Wa defeated Mike McKeigue from Fort St. John BC
Top Comp, Dave Jackson, Poulsbo Wa defeated Robert Matthews, Gig Harbor Wa
Open Comp, Allison Gibson from Delta BC defeated Vince Moznik from Surrey BC
Super Comp, Rick Dearing, Port Angeles Wa defeated Francesca Giroux, Driftpile Ab
Super Gas, Lloyd Flatum, Marysville Wa defeated Dale Dryden, Stettler AB
Super Street, Greg Marshall, Surrey BC defeated Wallen Machan, Everett Wa
Stock/Super Stock, Jim Isherwood, Mission BC defeated Casey Plaizier, Edmonton Ab
Super Pro, Dave Jackson, Poulsbo Wa defeated Vicki Streele, Mission BC
Pro, Jenna Walsh, Surrey BC defeated Chris Stone, Mission BC
Sportsman, Don Elgin, Des Moines Wa defeated Phil Marvets, Lynden Wa
Hot Street, Jim Johnson, Bellingham Wa, defeated Randy Johnson, Bellingham Wa
Jr Thunder, Darian Provost from Abbotsford BC defeated Yeshua Wilcox from Bonny Lake Wa
Jr Lightning, Ashley Lindsay from Puyallup Wa defeated Shannon O'Leary from Ridgefield Wa

In closing, I would like to say, this was an incredible show and gets bigger each year. If you weren't there.... You missed out! My watering eyes, pounding chest, runny nose and hearing are just about back to normal....Man, I can't wait for the Hot Rod ReUnion!!

Now, back to the Fuel cars.....

Don







Dean from Speedzone made some Awsum Posters

FARRRRR OUT FUNNY CARS



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the racing was fast,
at the end of the nite,
All had a BLAST!!*

*Photos by
Sheryl Ogonoski*



1984 Camaro runs SS/BS, SS/DM, SST, S/G. NHRA 8.50 tag, 2700 lbs, chrome Moly cage, 4 link, Koni struts, 9" with alum centre section, 4 wheel disc, wheelie bars, parachute, 2 glass hoods, BG 400 pump, MSD 7AL3, race pack, 2-16 volt batteries and charger, new Goodyear slicks. Fresh madcap 304 CI engine 725 HP, A1 7" converter, ATI 198 glide. best run 9.38, 144 MPH. \$ 30,000.00 turnkey \$17,000.00 rolling. Also available Eaton RWR 302 CI, fresh, 0 runs 725 HP, Jesel belt, rockers, lifters, and front drive distributor, Hogan intake, Dailey external oil pump, Moroso vac pump, water pump, starter, complete carb to pan \$13,000.00. ATI 198 glide fresh, runs pro brake \$2000.00. A1 7" converter \$900. More spares available. Can make package deal for everything. Will take enclosed trailer on trade. Joe 780-554-7271 J2-6



1978 Nova - Chev 454 bored .030 to 468 CI, LS6 steel rods, forged steel crank, TRW 12.5-1 forged pistons, balanced assembly, 2 bolt block studed, align bored & decked. Chev iron rectangle port heads with 2.25 intake valves professionally ported. Turbo 400 transmission with trans brake & TCI 3500 stall converter. Ford 9" diff with 4:10 gears on a Strange spool with 31 spline Moser axles. Car has an 8 pt roll bar not certified. Best time 11.0 @ 119 mph on motor, 10.49 @ 127 mph with a 100 HP Nitrous shot. Nitrous only used occasionally. Proven winner in Fairview. Consistent car for bracket racing. Asking \$16,500 obo. Call (780) 618-6470 for more info M1-6



Top Sportsman S10. Built from RJ Racecars kit in 2004, very few total runs, all SFI's current including 6.0 chassis tag, new slicks, mega 450, MW 4.30 pro gear, sheet metal rear, double adjustables, 16 volt. Prefer to sell with 900 hp 598, have dyno sheets, fresh 0 passes, Dart pro 2 heads, shaft rockers, belt drive, etc, motor was built 2 years ago and now fresh. Also Mikes Proglide, fresh 0 passes, Hughes convertor. This combo is deadly consistant and runs 8.50 in 5000 ft air. \$37000 rolling \$55000 turnkey 403-823-1987 M16



1962 CHEVY RACE TRUCK, all steal body, 454 BB, 850 Holley, TCI turbo 400 with trans brake, braced 9in rear end with Strange axles, ladder bar rear suspension fully adjustable shocks all around, runs low 11s consistently. Comes with fully enclosed FRP trailer with tool boxes, winch, storage compartments and an awning. Turn key ready to roll \$27,500 obo. Will sell separete call Darwin 780 818 6590 or email peterbiltfreak@shaw.ca J26

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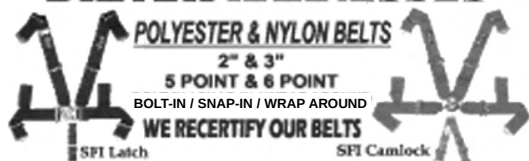
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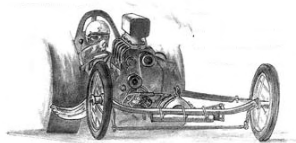
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'73 Chev Vega, 388 CI SBC 3/4 block filled AFR heads, .210 CC MSD ignition rods, inj. on alcohol, dynoed @ 625 HP/530 ft. lbs., best at 9.82/135 MPH, 2 speed glide/brake 8" converter, Ford 9"/33 Spline, 486 gears. 32x14x15" slicks, 12 point cage, NHRA cert., 8.50/2012 full 3x2 tube chassis, ladder bars, coil overs, removeable front clip, Lexan glass, Magenta/Pearl white. Asking \$20,000 OBO. Call Doug Harris @ 1-306-773-0759 or 1-306-773-0759(days)



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2006 M&M 4 link dragster for sale, with AMS eng 605 ,new last year 9" cone convertor, 430 gears BTE trans. with 180 straight cut gears, carbon fibre wing, 23" cage, car looks excellent, runs great, must be seen to appreciate all the chrome & extras. Car runs 7.50 in Edmonton. Wemaxs@shaw.ca s1

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Funny Car, 125' Massey Chrome Chassis, C4 Corvette Body, Ford 9" full floaters, Mark Williams Center section, c/w 4:30 Pro Gears. Centerline bead rock rear wheels. New Mark Williams drive shaft and couplers. Power Glide trans., full set of clutches and trans brake (trans. needs freshening). New tall deck GM block (481 cid) Lunati Pro Series 4.25 crankshaft. New Childs and Albert pro mod aluminum rods. New Venolia pistons 12-1 compression. New RHS aluminum heads, new Crane gold rocker arms and stud girdles. Mallory III super Mag. 14-71 Mooney Ham blower and bird catcher. Kinsler fuel system, fresh RCI starter and battery pack. New Comp cams 800 lift blower cam and roller lifters. Donovan gear drive. Cold fire system, SFT/20 fire suit. Car is complete and ready to run, \$25,000 OBO. Interesting trades considered. Call Brian @ 780-292-1078. M2-6



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1969 Firebird, 10.542 @ 124.37 mph, Art Morrison 4 link back half with sub frame connectors, 454 LS-7 Balanced and blueprinted, 100hp shot of NOS, 9" Ford rear end with 4:88 gears. (Rear is tubbed out) Turbo 400 with manual valve body, Trans brake and line lock, Tranny is fresh, (only 8 runs), 4800 Stall Strange axles, Aero space front and rear disc brakes, Does have 2 front seats and can be converted back to a radical street legal car, Price \$24,900 Please contact Jason @ 780-920-5046 J2

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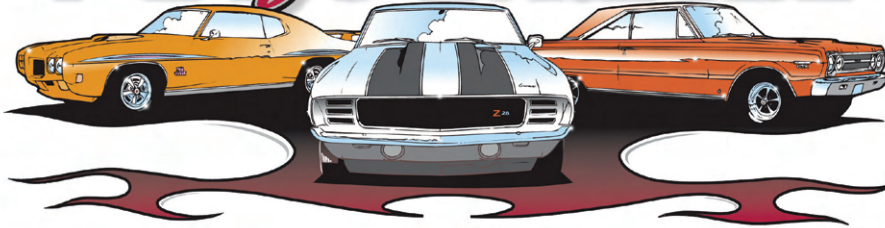
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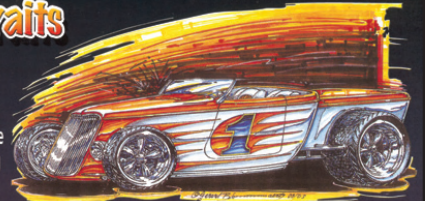
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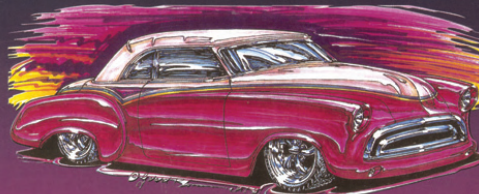
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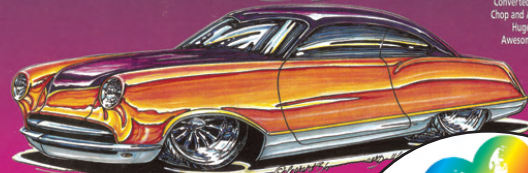
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Above: Ron Bougie's Rod Shop Special, a swoopy 34 Ford Roadster Pickup, Mid-Engine 350 S&B, Porsche Transaxle and Wild Early Truck Style Paint Job.



Left: Brad Pernice's '52 Chevy Belair Convertible with Radical Mods Including Chopped Fold Down Roof and 2-tone Candy Red/Peach Pearl Paint.



Left: JF Launier's '52 Kaiser Converted into a 2-door with Radical Chop and Air Bag Lowering Featuring Huge 20" 12" Billet Wheels and Awesome 2-tone Tangerine/Purple Paint Scheme.

Below: Mike Metzger's '40 Ford 1-ton Dually Crew Cab.

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1980 Malibu , 383 Chev Patriot crate c/w Alum heads, nitrous 100,150 shot and aluminum radiator. Turbo 350 and 4:56 limited slip gm 7.5 . Car is c/w roll bar, fuel cell and 9 x 28 slicks. Sportsman car runs 12's on motor. Car is not street legal, could be made compliant. Priced @ \$ 8,700.00 May consider selling w/o motor trans, contact floyd@yourlink.ca M1-6



1993 Ford Mustang- NHRA 8.50 tag, 2550 lbs, 4 link, Ford 9" with 4.56 gears, 4 wheel disc brakes, power glide, 5800 stall, 377 SBC, run's low 10's. \$20,000 Turnkey, \$15,000 Rolling. Call Mark 250-719-8899.s1



1933 Willys Model 77* Low 9 second car with lots of history. Completely rebuilt 4 years ago.*Bel Engines* Motor 486CI Dyno'd at 700+ HP, Transmission Race prepared Powerglide with Griner trans brake. Differential is a Narrowed Dana/60 with 4:56 Ratio. \$39,000 OBO* Ted McCallum 604 250 4852 cel 604 534 8770 res

J2-2



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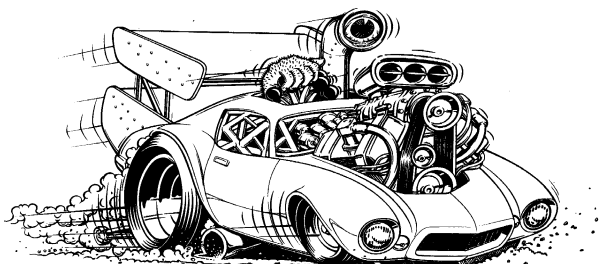
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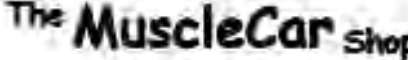
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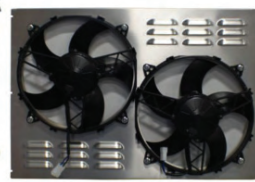
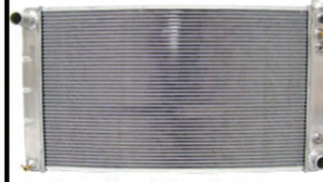
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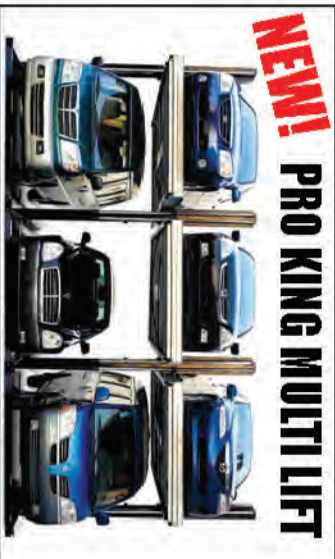


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