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MAY 2020

Volume 26, Issue 5

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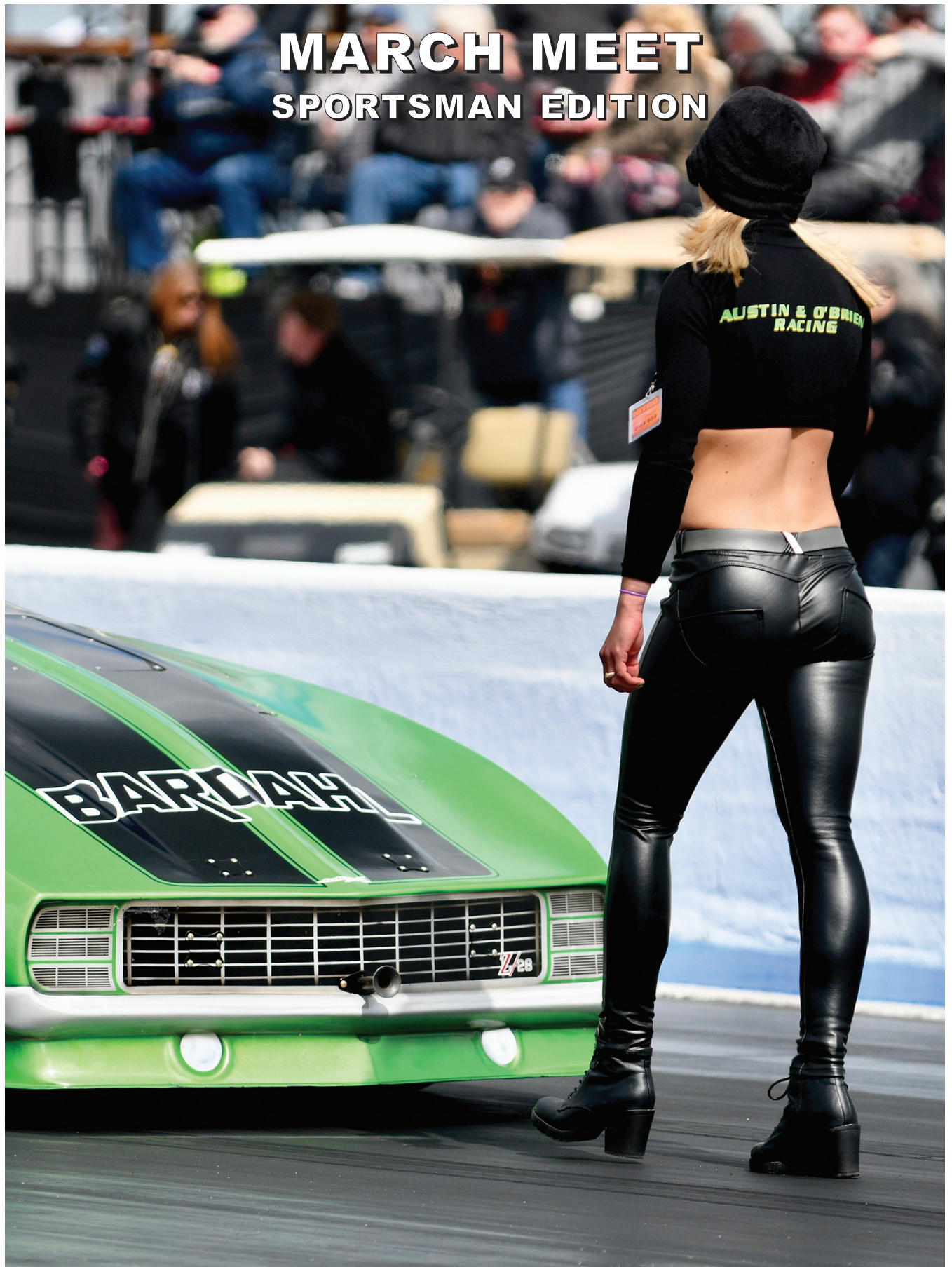
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Out & About

Bill Robertson

*You don't need a parachute to go skydiving.
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*I have a stepladder because my real ladder
left when I was a kid.*

*Why does a chicken coop have 2 doors?
Because if it had four it would be a chicken sedan...*

*Someone stole my mood ring,
I don't know how I feel about that?*

*You are not completely useless,
you can serve a s a bad example.*



Quick Times Cruise Calendar News

Quick Times had put in the order to print the Quick Times Cruise Calendar prior to the evolution of social restrictions due to the pandemic. Call, text or email your favorite advertiser for a copy! Not sure where to get one? Drop me a line at Bill@Quick-Times.com and I'll make sure we take care of it.

Corona Virus, COVID-19, Pandemic...

As you know the pandemic is very impactful to all things automotive. Every facet from OEM and aftermarket manufacturing to events for community fundraisers, races and car shows is being heavily impacted - globally. Independent of that the enthusiasm of ALL kinds of car people continues to shine brightly. Online content and feedback,



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the growth of iRacing, down to feedback from local retailers, engine builders and shops - sales continue, work continues and projects more forward. It underscores the relevance and importance of automotive culture in Canada and the world. Live long and prosper!

Quick Times Online Edition Volume 2

This will be our second consecutive online only edition due to you know what. The upside is it's all colour and you can use the zoom button when you forget the bifocals in the other room!

Bill

bill@quick-times.com



MARCH MEET *Sportsman***Doug Adams**

Greetings Quick-Timers! Here we are truck'n into spring, on high speed hold. It's soooo hard to look at the situation in the world and not be skeptical, negative, upset or any other adjective you can think of to describe what we are living through. We had a hint of it last month, a full dose of it this month and hopefully an end to it by next month.

As a result most everything that was supposed to take place in the spring has been moved into the summer and fall. I'm avoiding trying to plan the rest of the year because I know that it's going to be maddening. I'm going to have to choose wisely because attending all of the usual events in a compressed time-frame is going to be financially challenging, to say the least. Sure, at the moment gas, is more affordable but,

I have no idea what hotel rates and availability will look like. For now I have my sights set on Nitro Revival, whatever they decide to do with the Mooneyes make-up date and the Hot Rod Reunion. The rest of it will be decided at some point down the road.

Fortunately my wife and I have jobs that have been deemed essential which is a true blessing. So, we are not feeling the brunt of the stay at home order. The isolation and staying home the rest of the time is no problem for me. There are plenty of weekends where I come home on Friday night and don't leave until Monday morning. But, just like everybody else, we are anxious to get things back to normal.

One thing I haven't done during my time at home is tune in to these virtual NASCAR races that have been on tv. Although I have heard from friends that it's pretty good, I have better things to do. I'll bet ol Kyle Larsen wishes he skipped the virtual racing too. The Ganassi NASCAR driver finds himself on the street, no job, no sponsors and suspended by the sanctioning body. Maybe Kyle didn't realize that he was playing his video game on the world stage when he let a racial slur fly. Kyle issued a less than heart-felt apology for his comments but needs to do much more to save his career.

Before I go any further I have to clear something up. After a series of silly mistakes I have to retract the retraction that I retracted! Yes, it's true. Several months ago I reported, after hearing the news from another photographer, that Drag Racing Online was no longer in business. Then I retracted that when I found out they were still in business. In talking to some folks at the March Meet I was asked if I got the letter, the letter? Yes, the letter explaining that DRO was going out of business..oh boy! So, I guess it's true. Jeff and the gang will surely be missed and I wish them well in the future.

In looking back at last months story, I find that I concluded my March Meet coverage with A Fuel. I did however, miss mentioning the new Nitro 5.90 class dubbed, Nitro Pro Comp. This is basically a bracket class for Nitro cars. The intention of the class was to give nitro car owners an opportunity to race in an environment where they didn't have to push their parts to the ragged edge. Also the rules were open to any combination. The only requirement was you couldn't break the before mentioned 5.90 barrier.

Seven drivers entered for the inaugural running of the class, falling short of the intended eight car field.

Number one qualified Chris Davis was awarded a first round bye before facing off against Rodney Flournoy in the second round. Davis took his funny car all the way to the winner circle, besting Billy McDevitt, driving a rear motored dragster, in the final.

Next on the list is 7.0 Pro. I love this class, injected nitro or blown alcohol running on a 7.0 index. In the past there were some really neat funny cars that ran the class. My favorite was the Tiki Warrior a beautiful Monza that would thrill the crowd with near quarter mile burnouts, smoke pouring out of the windows, the whole enchilada.. it was cool. But, I guess if you want to go fast you have to shed the body. Now, most of the cars are either altered or dragsters. None the less still great racing amongst a great group of cars.

MARCH MEET *Sportsman*

Doug Adams



None the less still great racing amongst a great group of cars.



In the final it was one of each, a dragster versus a Bantam Altered. The Bantam driven by Derrick Moreira took the holeshot win by four hundredths over George Vanderpool.

I'm going to conclude this segment of coverage with Junior Fuel. In an effort to get my facts straight, I dove into the NHRA rule book for a little education on the class. The gist of it is, 410 cubic inch max, cast iron engine block and cast iron heads, single mag and fuel injection pumping methanol? The twist comes in the form of injector type and cylinder head profile. I did the research mainly because the cars are listed under J/F A,B or C which designates the head injector combination. When the final pair crossed the stripe it was Brad Woodard ahead of class favorite Don Enriquez. The drivers left the starting line within thirty thousandths of each other but on the big end it was Woodard ahead by nearly a full second.

As I pull the chutes on this months story I have to end on a sad note. Long time drag racer Carol "Bunny" Burkett died of natural causes earlier this month. Best known for her pink alcohol funny cars,

Burkett raced in several different classes in her storied career. In 1986 she became only the second woman to claim a national title as she drove into the record books as the IHRA alcohol funny car champion. God Speed Bunny!

Doug



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MARCH MEET *Sportsman*

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Davis took his funny car all the way to the winner circle as did the Bantam driven by Derrick Moreira



MARCH MEET *Sportsman*

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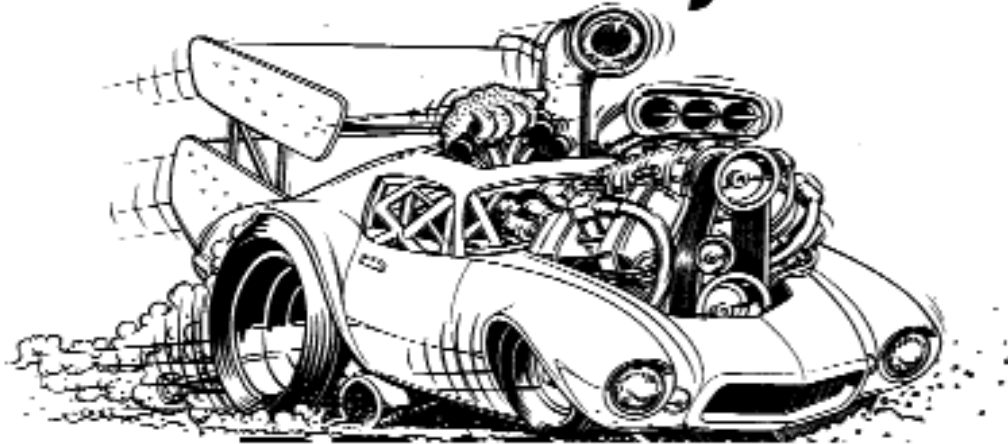
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MARCH MEET *Sportsman*



"We're celebrating 62 years of exciting racing and affordable family fun here," said Blake Bowser, vice president and general manager of the Kern County Racing Association, operators of Auto Club Famoso Raceway and producers of the fabled March Meet. "It's a tradition that all of Bakersfield, Kern County and drag racing can be proud of."

Half a century ago, Bakersfield was a sleepy oil town best known as the last stop before climbing the "Grapevine" road to Los Angeles. Things changed rapidly when local country singer Buck Owens rose to fame in the late 1950s. At the same time, drag racers from around the country began pouring into Famoso for quarter-mile runs.

The March Meet, originally called the U.S. Fuel and Gas Championships, was spearheaded by the Smokers, a local race club. The Smokers, who began racing at Famoso in 1951, became skeptical of reported times and speeds set in the east by "Big Daddy" Don Garlits. So they invited him to Bakersfield to compete. In March 1959 he did just that. The result was the March Meet, often called the "Woodstock of drag racing." Although Garlits lost in the first round and Art Chrisman became Top Eliminator, Garlits went on to become the most celebrated drag racer in history and #1 on the NHRA's Top 50 list.

Garlits' appearance at Famoso spread the fame of the track, March Meet and Bakersfield far and wide. The March Meet and Famoso have changed hands over the years. Currently, both are run by locals Blake and his dad, John Bowser, who worked at the track in late '50s. "Everything changed in 1959 after the first March Meet," said John Bowser. "The whole image of drag racing changed. There were so many people at Famoso for it. There were people and cars for days. The whole town was excited. People were hanging out at hamburger stands - it was like American Graffiti - one giant car show.

Everyone drove up and down Chester Ave." Added Blake Bowser, who grew up with the March Meet: "Every year, everyone knew the March Meet was coming to town," he said. We'd cut school to go to it. It was a Senior Ditch Day."

The March Meet and Famoso Raceway created an entire generation of both racers and racing fans and marked Bakersfield as a Mecca for the sport. The Mears family began to race at Famoso, as did Tom "The Mongoose" McEwen, Cruz and Tony Pedregon and many, many others. NASCAR's Kevin Harvick launched his racing career in Bakersfield.

In its hay day, the March Meet was the race on the NHRA schedule, where legendary racers such as Don "The Snake" Prudhomme, "TV Tommy" Ivo, Shirley Muldowney and Connie Kalitta clashed. Many of today's stars like John Force and Ron Capps competed in the March Meet. Capps won this year and Force - past Grand Marshal - won the March Meet in 1984.

Today the March Meet is racing's top nostalgia event, and is the first stop on the NHRA's 9-race Hot Rod Heritage Series. It's still, in Blake Bowser's words, "the largest single event in Bakersfield". It helped put Bakersfield on the map. Bakersfield is Buck Owens, Merle Haggard and the March Meet."

And the tradition continues.....
this month we're featuring the Sportsman division.....enjoy.

Don Macgowan/Darcy Wandler pic's



MARCH MEET *Sportsman*



Couple Alberta fella's, Pete Gillis and Monty Beagle made the trip



MARCH MEET *Sportsman*



Today the March Meet is racing's top nostalgia event



MARCH MEET *Sportsman*



"We're celebrating 62 years of exciting racing and affordable family fun here"



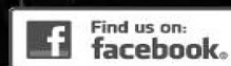
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MARCH MEET *Sportsman*

Sportsman Results



7.0 PRO

Derrick Moreira, Keaau, Hawaii, '32 Bantam, 7.082, 167.14 def. George Vanderpool, Redding, Calif., '08 Uyehara, 7.040, 193.60.

A GAS ELIMINATOR

Brian Rogers, Rowland Heights, Calif., '67 Nova, 7.617, 175.34 def. Tom Fowler, Paso Robles, Calif., '70 Camaro, 7.615, 176.05.

B GAS ELIMINATOR

Brent Handley, Visalia, Calif., '72 Nova, 8.633, 156.72 def. Rich Zondervan, San Jose, Calif., '72 Camaro, 8.564, 144.97.

C GAS ELIMINATOR

Trey Sommors, Escondido, Calif., '56 Chevy, 9.617, 136.36 def. Gary Lynch, Sylman, Calif., '58 Austin A40, 9.576, 138.48.

D GAS ELIMINATOR

Deandre Fitzgerald, Sacramento, Calif., '66 Chevelle, 10.576, 121.56 def. Frank Merenda, Paso Robles, Calif., '65 Nova, 10.572, 123.86.



NOSTALGIA ELIMINATOR I

Lloyd Harder, Saskatoon, Sask., '00 FED, 7.620, 172.78 def. Hans Jakob, Ontario, Calif., '02 Hansen, 7.588, 168.87.

NOSTALGIA ELIMINATOR II

Terry Linblad, Chico, Calif., '66 Williams, 8.599, 153.63 def. Jeff Brochheuser, Durham, Calif., '32 Bantam, foul.

NOSTALGIA ELIMINATOR III

Ed Destaute, Rosemeade, Calif., '62 Corvette, 9.579, 139.41 def. Dennis Keck, Wheatland, Wyo., '7t Ford, 9.541, 135.41.



HOT ROD ELIMINATOR

Wesley Eisenger, Ripon, Calif., '69 Valiant, 9.583, 138.66 def. Travis Podratz, Northglenn, Colo., '65 El Camino, 10.099, 128.97.



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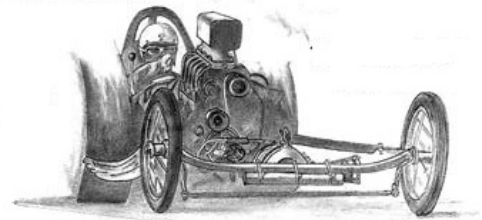
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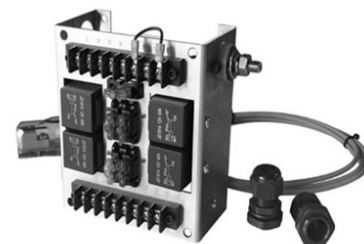
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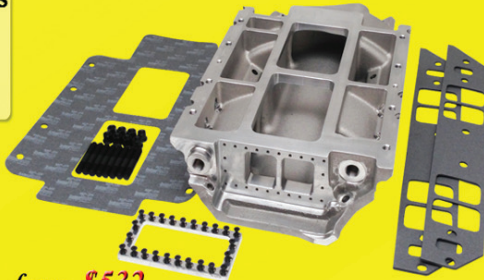
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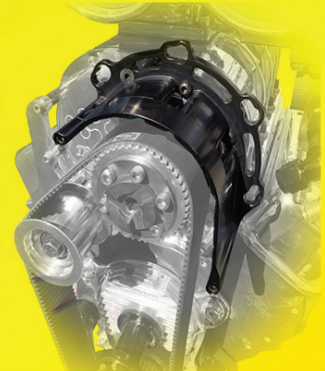
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1970 SPE slingshot Former T/F car 468 BBC Powerglide 7.50 chassis cert 8 3/4 chrysler rear end 18in hoop with cage that will fit 6'3 or 6'4 driver Will sell as a roller, or potential trade for a bigger slingshot or altered 23K TURNKEY 12 K ROLLER, usd Contact Chris 509-263-7689 for more info m1

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1955 Chevrolet, Coe's. I have two available plus extra parts including fenders, hood, grill, trim, conventional cab and more. They are totally complete however they have rust issues but are definitely repairable. Patch panels are included to repair rust. Bring your trailer and take everything. \$3500, Canadian. I can assist with loading. Located in Taber, Alberta, Canada. Call or text 403-634-4156 m1

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1970 Nova, round tube chassis street/strip car carrying both NHRA 6.0 and IHRA 25.2 chassis certification. Engine is a 565 BBC with a 1071 Blower Shop blower topped off with two 1200 cfm Holley Dominators. Transmission is a Dedenbear 2spd powerglide hooked to a Fab 9 ford 9" with 40 spline axles. This car is all steel including bumpers (fiber-glass hood) still has all the factory glass with roll up windows. No expense spared when this car was built, everything is either painted or powder coated. Has custom interior with factory looking dash, all lights and signal lights are functional. This car is street driven and gets a lot of attention. \$65k, If you have any questions feel free to contact me at 306-940-8305



1963 Polara 500, original 383 car. Now has 440, push button auto, 8 3/4 sure grip 3.55 gears. Bucket seats with center console. Legendary upholstery with new cushions as well. SSBC front disc brakes. Car came from Loomis California. No rust. All original sheet metal. This car is in exceptional uncut, unraced condition. Never been tubbed or caged. \$39000 Can. Phone or text 250-428-6782 m1

1968 Camaro SS, Was (re) built as a bracket car, 10 point cage, 482ci. BBC - concreted to water pump, bill miller alum rods (10 passes), speed pro coated pistons, .750 cam, Rec port cast heads (Claridge) 1250cfm dom., 2spd, fibreglass flip frontend (very nice for working), 9" c/w strange, Centrelines with 11" slicks. 10.26 et a very solid - rust free car. Requires re-cert trans shield & harness & new rubber. Or make it into a wild ride street car (may consider keeping motor /trans?) \$22,000 call Dave 780 446-8533 A1

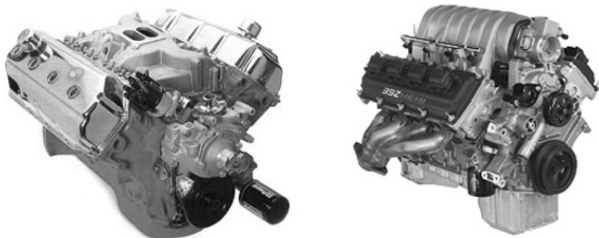
1970 Chevelle drag car, no drivetrain, 12 bolt rear end with 31 spline axles, strange 4:56 full spool, ladder bar setup, disc brakes, line lock, roll cage, fuel cell, fibreglass front fenders and hood, no vin, car was drag raced years ago, located in gibbons Alberta, serious inquires only, \$4500, Call 780-719-9572 A1

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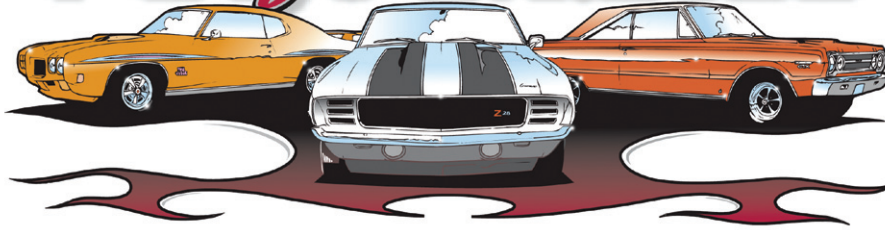


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28 Ford 2 Door Sedan. 351W,AOD tranny, 10 bolt posi,TCl independent front suspension, 4 link in rear. Power brakes, manual rack. Body is in awesome condition with perfect patina. All steel car. You couldn't build this car for under \$25000. Needs some finishing. Open to offers. Come and see it first, then make a offer. Call or text for details 403-396-5249 A1

Nicely Built S10 Pickup. 9" Ford Diff. Locker Diff. Weld Pro Stars.Fuel and Ignition System. MSD 6425BT (For Boost).Autometer Gauges and Hurst Quarter Stick shifter. Had Blown Small Block and T400 with Trans Brake. Engine and/Trans options available at extra cost. \$15000.00 OBO. .403-872-3340 A1

1946 Mercury coupe . Rebuilt flathead with cam and a few updates parts. Rebuilt T5 trans with new open drive diff. Diff was rebuilt . All parts are new or rebuilt . posies 2" lowering springs front and back . New brakes and lines and master . Powder coated rims with new white wall tires(tires are to big) new trim rings and caps . All chrome was redone bumpers and grill . Fire wall was painted stock blue and inner fenders and supports were all done in a powder coated black. Car has no rust. Chassis was painted as-well . Rebuilt rad and freshly cleaned gas tank and lined . This still has some work to be in the road but a easy

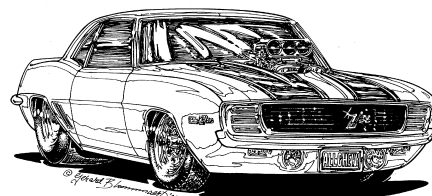
project over a few weekends . Has new wiring in engine Bay Area all period correct new cloth wire . Has exhaust and many many other parts to go with it . Interior is original as is the paint and body . Any questions please call . \$13,500, Justin 403-478-2886



49 Chev race truck, all fresh, CF slant nose and doors ,fg box rear fenders, and r-boards,540 KB/BAE,1471 Littlefield HH retro with carbon hat and Accel, Ent. fuel system, 2spd Lenco drive, 9" 4link,40 spline, strut front, Weld beadlocks with new GY rubber, all running gear fresh,48' Forest River stacker with living quarters and full length awning with full encloser, 03 Volvo 500 isx Cummins autoshift, 1.3mk, health/retirement sale\$120000 cdn or \$95000usd, serious enquiries only thanks @ 778-347-1136 a2



1928 Chevrolet WOODY, Custom will Chevy 2dr woody wagon,sb ,highrise, Holley headers, ladder bar 9"Ford 3.56 posi, turbo 350, runs great. \$23,000 CALL 778-347-1136 a2



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CUSTOM 1951 FORD WOODY complete with all parts ready for restoration. Corvette front and Rear clip. Engine is 10" back to give a 40/60 split. Chassis has been powder coated John Deere Green, Custom Firewall, Roof is chopped and racked to the front. Between the frame rails is a 454 with good heads and corvette tri power intake and carb. Thunderbird interior. (Also an extra high performance 427 block assembly engine). More photos available upon request. \$18,000.00 OBO Call 780-469-2167 O1



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J3



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N1



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1980 Plymouth Arrow Roller Drag Car, Round tube chassis car. Certified to 8.50 4-link with anti-roll bar. Set up for BBD and 727 trans. Spare fibreglass front end and hood. Strut front end, 8 3/4 rear end 4.56 gears. \$7500, Selling to finance new car. call 780-721-2290

N1

1982 Oldsmobile Cutlass Supreme · Coupe · Driven 123,642 kilometers, Must sell 1982 t-top olds cutlass NO ENGINE NO TRANS! Was 305 engine th350 trans have cross member drive shaft wiring all in good condition solid frame solid floors buckets console power windows power locks CD player the car is located in Wetaskiwin and delivery is available \$1500 obo text or call 780-216-8085

J1



Selling 1956 Mercury M800 Cab Over. Sitting on a Chev 4500 motorhome chassis with 454 and automatic. Will sell with or without the chassis. Also have extra cab doors and other parts of someone is interested in them. Can negotiate a deal with all the extra parts. \$3500, Truck is located in Stony Plain, AB PM or call 780-968-5252

J1

1979 GMC Cabralo El Camino, Pretty solid has motor issue starts runs drivers just runs rough , paint has seen a better day great start on a project car would like to keep but to many already . \$4500, You can call me at 403-318-5586

N1

In the mid 70's to early 80's, Saskatoon International Raceway hosted some pretty stout top fuel and alcohol shows. Well known drivers, such as Jeb Allen, Bob Struksness, Herm Petersen, Terry Capp, and Graham Light would attempt to navigate the dusty quarter mile. The place is classic, a throwback to the sixties.

We are pitted only about 50 feet behind the starting line in a sandy arena, compacted together like sardines in a can. The staging lanes are paved, but only fit a dozen feature cars at most. The race tower goes across and above the burnout box. I have white knuckled it up the long steel stair case quite a few times. The track is long, not much chance of going off the end, but the further you go the deeper the grass gets as it grows up through the cracks in the asphalt.

From my experience, SIR has never been known for great tire biting traction, but it is always a lot of fun and we were treated well. My first memories of Saskatoon are from the days when my dad ran his Top Fuel dragster, which would be about 1972 to 1976. I don't remember if this was a divisional event or a booked in show, but all the guys mentioned above were there.

Jeb Allen had been there before, and had struggled to get down the track. He showed up this time with a stock-stroke 426 cubic inch hemi (everyone else ran 484's), and proceeded to set low e.t. every round. I believe that a quick time in that era was about a 6.20.

A few years later, I was driving my dad's car in the Pro Comp class, which was just in its infancy. It was a fun way to race because everyone was tuning by the seat of their pants; no computers or canned setups were available.

We won a lot of rounds at SIR, and usually found our way to the final round. Dragsters and funny cars raced heads up; I remember that all the dragster guys would pick the left lane whenever they raced Gordon Tronson's funny car, even if the other lane was better. Seems that he always made a hard right turn when he punched second gear.

We seemed to be pretty lucky with the weather in Saskatoon. One time, though, after everyone had unloaded and warmed up their cars, the skies opened up and soaked us for a few hours. The sun eventually came out and the track dried, but the racing surface was cold and slick, and nobody wanted to be the first. While all the other cars were still locked away in their trailers, my dad and I decided to give it a try, so we warmed the car up again and pulled to the starting line. I don't know what kind of magic tuneup my dad put in, but we made it down the track with a 7.0 second run, which was pretty well the norm at that time.

There was a mad rush back to the pits, trailer doors came flying open, and the rest of the class proceeded to come up and blow the tires off. Jim Johnson was one the last ones out, and judging from his dry hops, looked to be hooked up. He did one too many however, as the super-heated clutch disks disintegrated shortly after the launch, necessitating a quick trip back to Edmonton for replacements for the next day.

Another time, myself and Wayne Vanouck were supposed to match race, but that was over quickly as his crew found a spun main bearing from the weekend before in Indy. We struck a deal to run against a super stock car, handicapped based on National Records. We burnt pistons every round (must have had a pump going away), but were saved by Terry Capp. He had a large supply of pistons on hand, and even though they were flat tops, they didn't seem to slow us down. We had to run a standard size piston in a .030 bore, but still ran in the low seven second range.

In 2007, Nathan piloted our top alcohol funny car to 6.50 laps at 220 mph on the slick, bumpy track. He raced local talent Kevin Therres a number of times; it was quite the site seeing both sashay from centerline to guard rail. I was positive I was going to see flattened headers after the run, but never did.

The same year Troy was driving Marty Sjogren's TAD, any made some real decent low 6 second runs. The driver really had to be on his toes, as the tires could light up at any point down the quarter mile.

The ride back to the pits down the return road was the best, as we towed right in front of the grand stands. The fans at SIR really appreciate their racing, they cheered real loud.

Hundreds of fans would line up at our pit after the run for an autograph, a shirt, or just to tell us how much they appreciate us coming out.

Kenny





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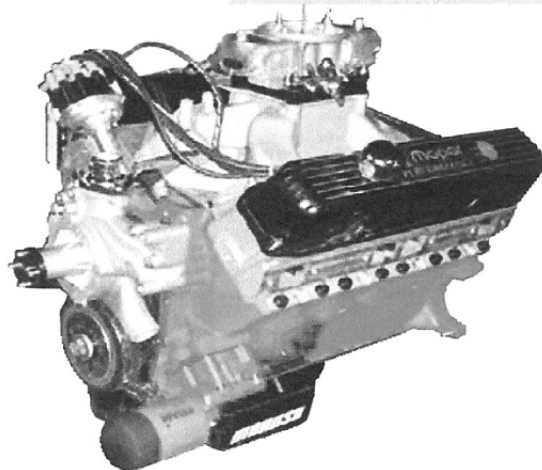
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1967 Camaro SS Front Bumper and Back Bumper. \$100 each. Buyer pays shipping. 250-828-2242 A1

289 Ford K code heads rebuilt , new valves, springs, guides, nice virgin castings, no stories, redone by reputable machine shop on latest equip. These are Aug 3 1964 . factory screw in studs. 250-640-3638 A1

Tri power set up for a 1961 Pontiac 389. Do have bare heads going with carb set up. \$850.00. OBO. Text Mike @ 604-312-7860 A1

67/68 Camaro 120 mph Speedometer and fuel gauge cluster with housing, lens and printed circuit board. All in nice condition, just changed to Dakota Digital. \$250. call/text 403-848-0447 m1

Selling doors from a 1951 Buick 4 door. Will sell complete doors for \$100 ea or sell parts from the doors. Located in Stony Plain,AB. call 780-968-5252 m1

Rebuilt 1965 283 power pack heads, \$350, Located in Turin CALL 403-308-3123 F1

Wanted vintage 15x7 True Spoke wire wheels. 40 spoke with 4.5, 4.75, 5.00 inch bolt patterns. Any condition. Call Jim 1-780-712-4639. F1

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4 - Pontiac Rally II wheels, 15x7 - 4.75 bolt pattern with 4.5 inch backspace, 4 - vintage Dunlop GT Quailfier tires - no weather cracks, 245/60r/15 lots of tread - 80%?, comes with red PMD center caps and 4 good trims rings, plus 5 extra driver quality trim rings - 9 total \$1200 (403)660-9747 F1

4 White Wall. 2 are 205/65R15 & 2 are 215/65R15 these were on a car for less than 1000kms the side walls have discolored and I have tried cleaning them but nothing seems to work. I have tried SOS, spray 9, xylene, whitewall cleaner, bleach, brake clean, WD40... .. I have already bought new tires so as much as I appreciate all the tips on cleaning them I just want to sell them. Thanks Tom 587-679-4069 J1

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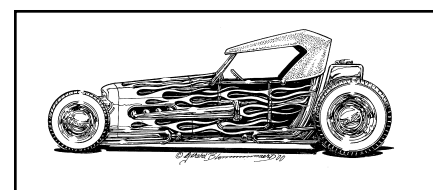
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