

Canada's Performance Magazine

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25th  
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JUNE 2020

Volume 26, Issue 6

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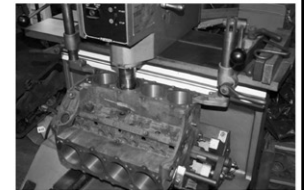
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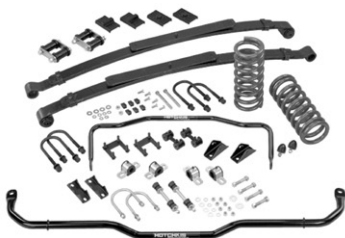
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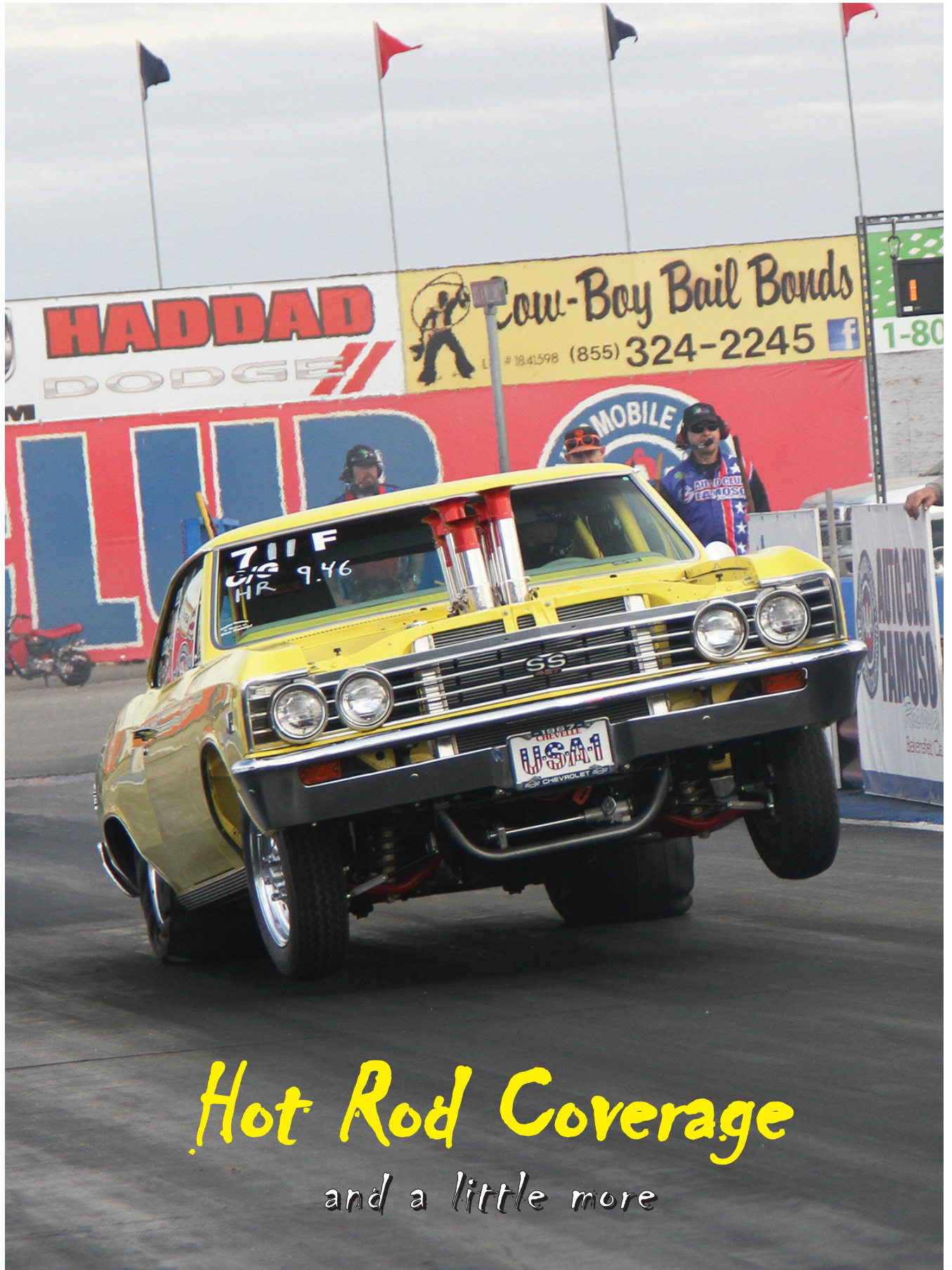
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# Out & About

Bill Robertson

"Stimulus Package"

It is a slow day in the small Alberta town of Drywell. All the streets are deserted. Times are tough, everybody is in debt, and everybody is living on credit; coffee in the restaurant is watered down, and the bank has declared bankruptcy!

A tourist visiting the area drives into town, stops at the hotel, and lays a \$100 bill on the desk saying he wants to inspect the rooms upstairs to pick one for the night. As soon as he walks upstairs, the hotel owner grabs the \$100 bill and runs next door to pay his debt to the butcher. The butcher takes the \$100 and runs down the street to retire his debt to the pig farmer. The pig farmer takes the \$100 and heads off to pay his bill to his feed supplier.

The Feed Lot guy takes the \$100 and runs over to pay his debt to the local prostitute, from whom he has received "services" on credit. The hooker rushes to the hotel and pays off her room bill with the hotel owner. The hotel proprietor then places the \$100 back on the counter so the traveler will not suspect anything. At that moment, the traveler comes down the stairs, states that the rooms are not satisfactory, picks up the \$100 bill and leaves. No one produced anything. No one earned anything... However, the whole town is now out of debt and now looks to the future with a lot more optimism. And that, Ladies and Gentlemen, is how a Government Financial Stimulus package works! Author Unknown but suspected to be from Saskatchewan...

## A Blonde Joke - No Really

A blonde was speeding down the road in her little red sports car and was pulled over by a police officer, who was also a blonde. The blonde cop asked to see the blonde driver's license. She dug through her purse and was getting progressively more agitated.

'What does it look like?' she finally asked. The policewoman replied, 'It's square and it has your picture on it.' The driver finally found a square mirror in her purse, looked at it and handed it to the policewoman. 'Here it is,' she said. The Blonde officer looked at the mirror, then handed it back saying, "OK, you can go. I didn't realize you were a cop..."

## Corona Virus, COVID-19, Pandemic...

Independent of ALL of our opinions on this - it pretty much blows for normally social car people. Events of all types, from racing, shows and even our own Quick-Times Swapmeet are toast for now. If there is a silver lining it may be that many of us have had a little more time to pay attention to our vehicles. I am interested to see what happens with industry



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shows like SEMA and PRI as this plays out.

## Kudos 780 Tuners

The 780 Tuners host a big season Opener and Closer car show each year in Edmonton. Due to the restrictions imposed by the Pandemic, the organizers turned it into a drive through food and fund raiser benefitting the Edmonton Food Bank.

Hundreds of cars toured through a well organized "cruise" at the Yellowhead Casino parking lot to drop off donations and view each others cars. According to Mike Wynnyck of Blue Line Racing they filled a cube van and raised about \$1,500 cash for the Edmonton Food Bank.

Nice pivot! Gotta love the creativity and supportive nature of car people.

Bill

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## MARCH MEET *Hot Rod*

Doug Adams

Greetings Quick-Timers! I hope everyone is well during these trying times. The one thing I'm hoping for is that we pull out of this stronger and smarter than ever. Here in California things, in certain areas, have reached ridiculous proportion. Word is Los Angeles County is going to be shut-down until July, making it impossible for anything to happen. This will force more and more cancellation and postponement of events and pretty much write-off the rest of 2020.

Even though gathering outside of your home isn't allowed some local car clubs, in my area, have started cruise nights in several towns, giving people an opportunity to get their cars out. Cruising downtown SLO (San Luis Obispo) happened this past weekend and it looked to be pretty good. There was no formal show or gathering just the cars cruising. As for spectators, I'm not really sure but if they continue I might have to go and check it out. I'll be sure to bring my mask and not get within 6 feet of someone!

On the Central Coast the situation isn't that bad as we enter into phase 2 of business reopening which includes low-risk businesses, clothing stores, sporting goods. Curbside pick-up for food and believe it or not alcohol is permitted, there are a lot of wineries in the area. All I know is I hope barber shops open soon or I'll be going to the dog groomer for a haircut. My hair hasn't been this long since 1980 something.

One thing I know is, my electric bill is going to be a little lower. I haven't had the TV on and still haven't tuned into anything virtual! I heard that FOX is going to put virtual fans in the stands at football games. The stadium will be empty but on television it will look like a normal game with a packed stadium. I don't know about that!

What I do know is that I still haven't wrapped-up my coverage of the March Meet. Yes, I know...this is dragging on but, I saved one class until last, Hot Rod. The Hot Rod class is pretty much made up of the unsung heroes, weekend warriors and people just proud to say that they raced at the March Meet.

Today these racers are going to get the spotlight and not be overshadowed by any other class.

One thing that I have learned over the years is not to judge the racers, which is easy to do sometimes. I have to remember, at least these people are out there racing! I haven't been down the track in anything faster than my old Toyota pick-up and that happened at Pomona, in the rain, many years ago. So maybe the car isn't bright and shiny, spotless clean with a flashy paint job and polished wheels, it's still somebody's baby!

Last year at The March Meet a guy came out onto the starting line and was asking the photographers if they got photos of his car. Now granted, although we try it's difficult to shoot every car that goes down the track. And to be honest, I probably wouldn't have taken a photo of his car simply because the car in the other lane was more appealing.

So this guy, Gabe continues to ask every photographer that he can find, "did you get a photo of my car"? He was hitting dead ends with everybody. His search continued onto social media. I posted galleries of each class for the track. I started getting messages from Gabe about his car. Then he started picking photographers out of the photos and asking me if I knew them.....Gabe was on a mission. The bottom line was . He got his car together in time, passed tech and was on his way into the Hot Rod class at the March Meet.

I don't know if Gabe ever found photos of his car. I searched my stuff one more time and did find a photo of a pair of cars and his was in the opposite lane, which I sent to him. From that we continued communicating and then finally met up later in the year at Dragfest, where I got some proper photos of Gabe's car. I gave them to him free of charge, just because he was so proud of his car and that he realized his dream of racing at the March Meet. Gabe's passion made me look at things a little differently and made me realize, even though I might not care for the car somebody along their friends and family do. Now, I give them a little respect and snap a few



# MARCH MEET *Hot Rod*

Doug Adams



*The Hot Rod class is going to be the spotlight this month*





frames, you never know where your next friend might come from!

Speaking of electricity...this is my cheezy segue!  
I see that somebody beat Big Daddy Don Garlits to the 200 mph electric dragster record. Earlier this week Steve Huff piloted his electric dragster named "Current Technology" to a top speed of 201.07 at Tuscon Dragway. I can appreciate the technology but, at the present time, cant wrap my head around a drag race with no noise or smell of race fuel or nitro.  
There is no doubting that 200 mph on battery power is impressive, congratulations Steve...what's next!

Well gang, that's going to just about wrap it-up from here. Next weekend is Memorial Day and with it normally came the biggest day in racing. My Weekend would start out with the West Coast Kustoms Cruise In Nationals in Santa Maria followed by a Sunday of racing, from early in the morning in Monaco to mid-afternoon at Indy and the night-cap at Charlotte. I know Monaco and Indy are not happening but NASCAR does return to live racing today 5-15 from Darlington and will race the Coca Cola 600 on Memorial day.

It will be nice to have a little racing to turn to.  
Well gang, stay safe...see you next month!

Doug



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# MARCH MEET *Hot Rod*

Doug Adams





# MARCH MEET *Hot Rod*

Doug Adams



*For some their dream was to race at the March Meet and it finally came true*





# MARCH MEET *Hot Rod*

Doug Adams





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AutoMeter Guages and Shift lights. AutoMeter 3904 - AutoMeter Sport-Comp Monster Shift-Lite Tachometers (silver face) \$250, AutoMeter 4421 - AutoMeter Ultra-Lite Analog Gauges Oil Pressure \$60, AutoMeter 4432 - AutoMeter Ultra-Lite Analog Gauges Water Temp (with temp sensor) \$90 AutoMeter Pro-Comp Analog Gauges 5441 Oil Temp (closest listing I can find, this one is Sport Comp). With temp sensor. \$90, AutoMeter Shiftlite Pro 5340 (with Pill kit 5800, 6000, 6200, 6400, 6600, 6800) \$125. AutoMeter Pro-Lite 3240 (use for on/off warning) \$60 Battery on/off switches (2). \$25 each. Located in East Edmonton. 780-239-7342. M2

NOS Cheater Nitrous Oxide Systems FOR 4150, Nitrous Oxide System, Cheater, Wet, 150-250 hp, 10 lb. Bottle, Blue, Square Bore, 4-Barrel, Kit, System is new but bonus comes with new Edelbrock solenoids not NOS, new cheater is like 1000, will take 600 obo call Don 403.872.0250 M2

BBC hyd flat Melling Cam & Lifters P/N CCS25 \$100, BBC Crane solid roller P/N 138401 \$200 BBC moroso valve covers SOLD, 348/409 Comp cam hyd flat P/N 48-600-5 \$150, SBC Bullet Roller cam msg for into \$200, SBC Jesel 15-18 degree shaft rockers msg for specs \$800 set, Manley Ford 4.6/5.4L forged flat top pistons and rods (only 7) one pass P/N 594070 \$200, Moroso drag specials \$50 pr, Pair of 15x8 corvette rally wheels drilled \$200, Pair of 14x6 ET spoke rims unilug \$150 Call 780-729-1252 M1

Meziere WP 200 Reservoir 12V pump, 1.375" inlet, BBC \$450.00, Enderle fuel filter w/ AN fittings, \$75.00, Polished Aluminum catch can, \$30.00, 4 Canton -12 M/F fittings with screens, new, \$40.00 ea. or \$150.00 for all 4, Call or text @ 403 701-8181 M2

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	<table border="0"> <tr> <td> <b>New Replacement Panels</b>                      Trucks, Cars, Exotics &amp; Imports                      Hoods, Lights, Grills,                      Fenders, Doors, Door                      Handles, Box Sides, Tailgates,                      Rust Repair Panels, Carpet                 </td> <td> <b>Alsa Exotic Finishes</b>                      Candy Concentrates,                      Ghost Chrome, MirraChrome,                      Prizmacoat, Crazer, Crystal                      FX, Mystic Spectra FX,                      Eclipse, Flakes                 </td> </tr> </table>	<b>New Replacement Panels</b> Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet
<b>New Replacement Panels</b> Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet	<b>Alsa Exotic Finishes</b> Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes	
The World's Most Exotic Finishes Authorized Distributor		
		

There have been many changes in the world of drag racing, some for the good, and some for the bad. With the stringent safety regulations drag racing has become a much safer sport to compete in. Track preparation and safer racing venues have also made drag racing a much nicer arena for the racers. Better and more reliable parts are also a big plus for the modern racer. However with the increase in horsepower, the cost of racing has escalated to a level where racers wishing to compete in the top classes a lot of cash input is needed. With the need of big money, big sponsors are needed to continue racing. Sponsors also want to see their name and logo displayed prominently on the sides of the cars and team support equipment. Hence the naming of cars is a part of drag racing that is disappearing.

In the golden and formative years many cars were given a name which gave the car and team their identity. It was not only the top class cars that were given a name, most of the lower class cars received names that gave them individuality. AA/Fuel dragsters generally were given names that suited the class, and the same was true for all the classes that followed. Names of cars also were suited to the time frame in which they raced.

Altered cars often were given names that represented their wicked handling ways, and gassers were given names that suited the breed. Not to be outdone in the name game door cars received names that could only represent a door car. Names on the cars gave a car its own flavour and thus many cars received strong fan support. Regardless of the class a car that was both aptly named and also showed well on the quarter mile became a crowd favourite. Other than corporate names on cars I can't think of too many cars today that are readily recognized by the fans.

Many top fuel cars had names that have made them remembered to this day, a few examples of such names are ; Royal Canadian, Scorpion, Shark Car, Wynnswinder, Magic Car, Northwind, Southwind, Swinger, Nitro Fever, Samuri, Iron Horse, Nitro Express, Joker, Bat Car, Shudder Bug, Starlite, Fugowie, Nitro Thunder, Gladiator, Assassin, Candy Cane, Vagabond, Tinker Toy, Hawaiian, Yellow Fang, Chizler, Freight Train, Praying Mantis, Addict , Green Dragon, Anaconda, and host of others.

Funny cars also had a myriad of names; Assassination, Chi-Town Hustler, Canuck, Snoopy , Peanuts, Bronco Buster, Rebel, Dixie Twister, Banzai, Crazy Horse, Pony Express, Colt 45, Phony Pony, Gate job, Eliminator, Green Elephant, King Fish, Dodge Fever, Blue Max, Mo Town Shaker, Black



Magic, Hairy Canary, Brand X, Travelin Javelin, USA-1, Moby Dick, Terrifying Toronado, Tickle me Pink, Warlord, Trojan Horse, Invader, and the list goes on. A lot of the funny cars were named to reflect a manufacturer such as Tameless Tiger(GTO), Crazy Horse (Mustang), and King Fish (Baracuda) , and so on! Fuel Altered cars were named to reflect their wild and crazy antics; Winged Express, Pure Hell, Pure Heaven, Panic, the MOB, Blue Blazer, Instant Nut, Bad Habit, Altered Ego, Fantasia, Groundshaker Jr., Instant T, Godfather, Walt's Puffer, Satan's Revenge, etc. Fuel altered cars are still to this day the only class where cars are named eg, Grizzley, Gorilla, Fast And Forty, Defiance, Nasty Dave, Witch Doctor, Sweet Thrills and so on.



Not to be outdone the sportsman and door car racers had names that fit their cars to a T, and made them crowd favourites; Old Trapper, Andy's Dandy, Eight the Hard Way, Czar, the Myth, Snarpezzel, Street Cleaner, Riddler, Cobrastang, Canadian, Shawnee Raider, Buckshy, Scrapper, Old Timer, Obsession, Lil Crawl Along , Mr. Pee Wee, Lamshus, Old Blue, Boss Hoss, Anxious, Check Mate, Wild Oats, Mauve Stove, Moo-Chick, Mr.Clean, and the list is as endless as the owners imaginations.



Race car names are making a comeback with the growing interest in nostalgic racing, and it gives the fans a place to connect with a car other than a corporate sponsor. Kind of like a personal one on one connection.



Race car names are making a comeback



and who could Forget This?



# Shocking

Classic cars and trucks from the 50's, 60's and 70's had design, styling and engines that we still reference and use today in modern production vehicles. In the past, when it came to suspension upgrades, performance options were limited. With modern technology and with decades in suspension engineering improvements, we list our top 5 ways to modernize and improve your classic car suspension.

## KEEP IT ORIGINAL?

If you're doing a Concourse level restoration on a vintage 1968 Shelby Mustang GT500 KR, you're probably going to want to run as many OEM (Original Equipment Manufacturer) or NOS (New Old Stock) parts as possible. But why run all original parts? There are many reasons, but in this case, the you may want to get the car to a 100-point level build for being completely original. This is important at an event like the Concourse d'Elegance. Keeping the integrity of the car without modification may also increase a car like this' value as so few were produced and still exist today. This is one extreme example, but for most classic car owners, they want to be able to drive their classic and have a level of comfort and safety while keeping the integrity of their classic car or truck.

## BUSHINGS

There are many companies that specialize in high quality, aftermarket replacement bushings. Aftermarket bushing replacements are typically one of the best suspension improvements you can make on an older vehicle as many times the bushings and rubber body mounts are the first things to wear out over time. Aftermarket companies are typically running smaller production runs of parts and a components which usually typically delivers a higher quality product that's had more attention to detail when compared to a mass produced part where an overseas company made millions of said part with lesser quality compounds and materials used. If you have an older vehicle, definitely check body mounts and suspension bushings for wear as replacing these is and will be one of the best things you do for your ride.

## UPDATE SHOCKS & SPRINGS

Once you've updated your body and suspension bushings on your classic, check out the shocks and springs. Many classic cars use a basic gas shocks or struts, coil-springs and sometimes a leaf spring in the rear. To achieve a modern day ride quality with your classic, we recommend updating your shocks and springs. You can run a lowered spring if you're looking to change your stance or ride-height.



You can also run adjustable shocks, which offer more tuning capabilities for a ride quality you can tune per your handling preference. If you're looking for suspension upgrades that can raise, lower and offer an even wider range of adjustability - A coilover shock may be exactly what your classic car or truck needs. Coilover shocks combine a shock and performance spring that allows lowering with fine tune shock adjustments for an improved center of gravity, stance and modern day handling. For a 1967 Mustang Front Suspension Upgrade we have a full bolt-on coilover conversion kit that keeps the integrity of the classic Ford Mustang suspension, while drastically improving cornering and handling capabilities.

## NEW SWAY BARS

Just about every car or truck comes with some kind of sway bar or anti roll bar. Many of the OEM style sway bars are mass-produced. In mass production, less material may be used, lesser grades of steel can be used and sway bars may be solid or tubular that both have their pros and con's depending on the application. Replacing OEM sway bars with a high quality sway bar like those found at Performance Online or H&R springs can improve cornering ability and chassis anti-roll extremely well.





High quality tubular sway bars are designed to use adjustable end links. With adjustable end links, you can set your sway bar in different positions to further control body roll. Stiffer sway bars setup properly can prevent unwanted body-roll. Reducing side roll helps keep suspensions and tires planted for improved handling under hard cornering. Upgrading your sway bars is a great way to improve the ride quality and handling of your vehicle.

### **TUBULAR CONTROL ARMS**

If you're looking to replace decades old control arms, going with a tubular control arm setup is a great way to go. With high end tubular control arms, you can typically find larger wall thickness in the tubing as well as improved geometry in the overall control arm design. If your changing ball joints, bushings, shocks or springs, you can usually find an all in one kit that includes everything you need to swap out the old parts with new suspension upgrades. If you're looking to lower your ride, adding a drop spindle is a great option to add to your new tubular control arms.

### **HOW TO CHOOSE WHAT SUSPENSION UPGRADES ARE RIGHT FOR YOUR CAR?**

If you own a classic car or truck and are looking to improve the safety, drivability and overall enjoyment of your ride, you should upgrade one if not all the items we mention above.



Inspect and check out your chassis and suspension bushings. Worn bushings can be dangerous and no fun to drive on, so check these out and replace if needed with some fresh ones.

Shocks and springs you have options. Coilovers offer a full range of adjustability for your ride height and shock tuning ability and are one of our favorite suspension upgrades.

Sway bars and tubular control arms should be next on your list to inspect and upgrade based on what you're looking to accomplish with your ride. Need more help? We're here for you. Our team at Aldan American has been setting up suspensions and improving ride quality for over 40 years.

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If you're here, it's because you love the cars of the Gasser Era. Maybe like us, you grew up attending Sixties drag races where you watched in awe as "Big John" Mazmanian's gorgeous candy apple red coupe staged against Stone, Woods & Cook blue hot rod.

I got hooked on Gassers at that time and maybe you did too. You don't have to own a race car or rod to be in the club. All you have to do is love the stars and cars of the Gasser Era. They were very cool.

Anyone who remembers seeing a solid axle gasser smokin' the tires down the quarter will forever be in awe. I wasn't a fan in the early '60s but I've seen enough track photos to know that nothing looks like a Nova Gasser with the front wheels off the asphalt. At a past trip to Bakersfield, I spotted an awsum '65 nostalgia Nova doing a mean burnout in the waterbox. After a more detailed inspection we noticed that his Little Chevy boasted a straight axle frontend and a mechanically injected small-block running on alcohol. This wasn't a pro, just a guy havin' some fun.

In the early to mid '60s, Gassers were all the rage in drag racing. The "Gasser Wars" was a long series of match races fueled by clever, taunting advertising by sponsors such as Crane Cams, B&M Transmission, and Isky Cams, as well as racers such as John Mazmanian, Jr. Thompson and Stone Woods & Cook. In their day, Gassers were at the cutting edge of drag racing technology. Using bulbous old sedan and truck bodies, with supercharged engines, these upright and loud machings were a site to behold. Because of their short wheelbases, most of the cars were difficult to drive and wanted to go every way but straight.

Wheelies and lane crossing was quite common. As the winds of change blow, styles change, and they rolled right along with them. One year, goofy graphics and rainbow colors might be all the rage, while the following year chrome might be popular. Then the very next year, painting over that chrome might be the "next big thing."

While these stylistic gusts huff and howl, an ever-growing number of hot rodders are turning their back to the storm and anchoring themselves to the nostalgic roots of where it all began. Nostalgia (or in this case "Newstalgia" is the design or rebuilding of a vehicle to a certain period correct look.

At Super Chevy shows across the country these period correct nostalgia vehicles are showing up in ever increasing numbers. Here's a visual of what may soon be the newest rage or at least another version of "cool."

**Ed.** 



*Wheel's up and Wild was the protocol !*



*Some of these cars were Butt Ugly, but turned out pretty awsum done.*



# Parts Bin

e-mail don@quick-times.com

Holley 150 fuel pump with regulator. Works with carburetor. Good for Gas, E85 or alcohol. Up to 900hp, 3/8 fittings. New in box never used. Evansburg AB. call 780-779-1648 j2

Super T 10 for speed with shifter linkage and bell housing to fit a Chevy Was told by the previous owner that it was rebuilt at some point. 1100 I also have a super shifter that was rebuilt and another shifter with linkage to go with it \$300 call or text 780-499-8101

ShockWave Air springs for sale. These are a bolt-on replacement for your coilover or coilspring. New parts, were only used for mock-up on a 68 Camaro. These springs will work in many other applications than the one I purchased them for. \$900 a pair, All 4 for \$1700. Evansburg AB. 780-779-1648 j2

CSR BBC water pump - \$150, Holley "Red" pump - \$60, Powermaster Starter (Chev) - \$80, Delco Alternator (Chrome) - \$90, Delco Alternator (Powermaster) - \$50, Trans.Cooler (New), 6an connections - \$90, MSD Starters #5095 - New \$350 Used \$200, All used parts are in good working condition. Call/Text 403 888-9900 j2

Hans head restraint, youth xs, has quik release tethers, can install on helmets if needed, asking\$ 400, G Force helmet, new visor, size youth small, snell 2005 rating, asking \$50.00, Race quip shoes, youth size us7, like new, little wear, asking \$40.00, G Force gloves, size small, \$20.00, Leaf arm restraints, size small, \$25.00, G Dorce neck brace, size small, \$10.00 Contact Devin at 639-840-2694 j2

2 Edelbrock victor pro nitrous foggers with E3 nozzles, have been upgraded with nos fuel noids, these kits are about 1800cdn each on Jegs. Looking for 700 each. Located in Calgary. 403-542-4458 j2

Stock Case Powerglide with TCS converter \$1000-1.76 gear, Sportsman Brake, Aftermarket PG input shaft, B&M deep pan, Converter (Blue PGR9X) has a sprag with steel stator. This combo worked very well behind 750HP. 4800-5000 Stall, 3000 lbs. in the 9's. TCI Flexplate Shield - \$50 Stock PG Case - \$70 CSI Shield (expired) - \$100 Stock Clutch Drum - \$60 CSI Converter - Turbo spline, 8" Spragless 5800-6000 stall behind 750 hp, TCS built. \$1300 new asking \$450 Call, text 403-888-9900 j2

Meziere SBC Water pump \$250, MSD SBC distributor \$150, TCI T350-T400 8" #665 5400 stall \$300 (Freshened by TCS), TCS Race Master P/G 8" #5946 5500 stall steel stator \$600 (New) TCI T350-T400 #254004 8" 5000 stall steel stator \$300 (Freshened by TCS), TCI T350-400 #254006 8" 5000 stall steel stator \$300 (Freshened by TCS), Dedenbear Interface unit \$20 Precision Gear R&P 4.86 9"Ford \$100 Brodix Big Duke Intake 10.200 \$400, Dynatech Chrome 2 3/8" x 4.5" Collectors \$75, Callies Stealth Crank 4.500 stroke BBC 2 piece rear main seal 4340 forged \$500 (surface cracked - requires polishing), Hughes modified Front Pump P/G \$300, Hughes Input Shaft P/G HP7496C \$200 RCI 5 point quick release harness expired \$30, Simpson 5 point quick release harness expired \$50, US Gear 9.5" 3.70 gear set \$400, CO2 Air Bottle \$30, Moroso 21600 Oil Pan Wet Sump \$400 Aeromotive 13301 Fuel Regulator w/return \$150, East Coast Electric 12V Alternator \$200 CP Pistons 4.530 Bore Dart 320 Head \$500 (New), Associated Intellamatic 12 Volt Battery Charger, Model 9425 \$300 Manley 23540-16 Titanium Retainers (Dual Spring) \$200, Pickup available in Calgary but will ship if needed.403-969-6694 M2

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Wanting to buy a vintage front engine dragster with or without drivetrain. Looking for a restoration project so race ready or certified to current requirements not necessary. Likely won't race the car, just wanting for a personal collection. If you have something for sale, I'd be very interested in seeing what you have. Located in Calgary Alberta. Call or text Terry at 403-818-3044 J2

Ford C6 Transmission and shifter for big block FE engine, Reverse pattern manual valve body 3,500 rpm stall converter, Hurst Quarter Stick shifter, This trans and shifter were pulled last week from the car in the picture and are being replaced with a more user friendly streetable set up., The transmission and shifter drive and operate fine, little too whizzy for a guy and his wife to cruise around town. There will also be a set of 4:88 ? gears in a complete 9" center section available also.. Not sure of what Posi unit and exact gear ratio The transmission is located near Saskatoon 1100.00 Please call Trevor 306-202-7366 J2

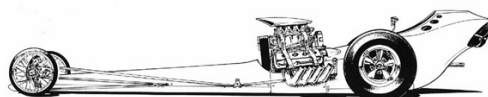
Edelbrock RPM Airgap intake for Big Block Chev, like new only used for Dyno session, \$250 obo  
Edelbrock Performer 2.0 for Big Block Chev, \$200 obo  
Edelbrock aluminum short style Big Block water pump like new, only ran on Dyno offers! I need a long style pump if anyone has one Call or text Ken 780-242-6271  
Selling our Snap On tire changer and balancer. Good quality equipment. Excellent for low profile tires and large wheels. Not used in a high volume shop. In excellent condition and it shows.\$19784.82 price new...\$12500 obo. Not entertaining ridiculous offers... a chinese no name set that are comparable are this price range and up. Buy a good name brand combo with the clad wheel safe balancing equipment. Located in Rimbey 403-704-4465 - Matt J2

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SBC Brodix 18 degree aluminum heads with Manley stainless steel severe duty valves. Extensive porting work, no springs or retainers. Also includes a pair of Gaerte valve covers, ARP studs and a new set of Crane pro series solid roller lifters P/N 11540-16. \$1900 CAD, located in Edmonton AB, shipping available. 780-729-1252 J2

(2) Mac's Dragster slick tie downs. NEW \$275, (1) Prowerks 1-5/8 in. BLACK FILL CAP WITH ALUMINUM BOLT-ON BUNG \$85, (1) Aeromotive 4 port adjustable Regulator PN#13203 \$360, (1) Altalab II trailer based weather station. Includes pager with antenna and cabling, sensor with fan, wind anemometer, mast and Merlin software. Can assist with setup. \$1,800, (1) 15 x 30 blue PitMat used in good shape. \$320. Pickup only., (2) Racepak Single Channel wideband controller with O2 sensors. NEW in box. \$400 US each, (2) Racepak Vnet Vacuum module & sensors. New in packaging. \$400 each, (3) Stunna Stacker neatly holds Racepak Vnet cables. Includes labels. \$110, (1) VP 5 gallon fuel jug with spout \$35, (1) BG Air Density guage w/case \$50, (1) CSR digital trans temp guage w/ mount. \$75, (1) Aeromotive A2000 fuel pump. NEW in box. \$680, (1) APD Dominator Billet Fuel Bowls w/fittings \$360, (1) DragRaceSolutions Billet Vacuum Pump 5 blade. NEW \$115, (2) 10 oz. Co2 bottles for T-stop or throttle \$75 each, (1) Dual Air Solenoid w/mount & weather connection \$90, (1) Mezeire TST400 high torque starter for 10 pitch flexplate. Used & in good shape. \$425, (1) ATI PG Super Case w/liner, no internals powder coated black. Excellent shape. Needs recertification. \$825 Buyer pays for shipping or by pre-arranged pickup. CALL Mike 403-510-6465

Induction solutions sledgehammer plate system for 4500 flange, no issues with it I upgraded. I end up using the purge on my new system. It will come with a arc bottle heater with the pressure switch and the wiring harness. Also have a purge button and arming switch. All tunes/jetting from 150-600 plus hp and Steve Johnsons cell phone number for help if needed. This system hits hard and runs very consistent. 1000 cnd o.b.o. call 306-533-5981 m1



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# NEW STUFF

The Effects of the Pandemic on New Products and Manufacturing. As the Covid-19 Pandemic announcements rolled out across the globe, it finally hit North America. This has had a much more immediate impact on racers and enthusiasts than it did as it roiled out in China and Asia. There is a lot of performance part's manufacturing in the USA and some in Canada and Mexico.

Closer to home many manufacturers were able to remain open, being considered essential as automotive parts manufacturers. Some manufacturers were even switching to the production of goods and materials required to feed the demand for PPE or other consumables related to the pandemic. The other side of this equation was many workers by decree or election went home to be safe. What followed has been supply challenges, logistics delays and now that things are beginning to "open up" again, trying to recall everyone to work.

Many manufacturers sold shelf stock but were not able to replenish it due either to supply or labour shortages. Why does this matter to you Quicktimer? Some parts will be in short supply as manufacturers get back up to speed. Take it easy on the local parts and warehouse guys -there are going to be back orders. My advice, order it now so you are at the front of the line!

Since we are going digital again this month and seeing as the "re-launch" feels like Spring 2.0; in addition to New Products I will also add in previous items that were of interest to refresh our collective memories. SEMA and PRI seem like an eon ago today.

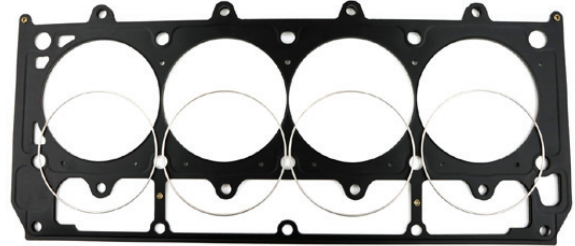
## Cometic Gaskets

### Spring Energized MLS Head Gaskets (SEG)

These are very cool. The intent is to bring o-ring level performance without o-ringing the block and/or cylinder head. Early releases are for LS only, more to follow based on demand. Extreme Sealing for High Horsepower Forced Induction Applications!

The resilient nature of the seal ensures useful elastic recovery during service, this recovery aids in the seals ability to accommodate minor distortions in the clamped joint, making it conducive for elevated temperature and cylinder pressures like that seen in extremely high horsepower, forced induction application.

For more information on the New Cometic Spring Energized Gasket (SEG) and other Cometic products, check them out at:



<https://www.cometic.com/> or call them at 1-800-752-9850.

## FiTech Fuel Injection

### All NEW GO FUEL In-Tank Pump Module

FiTech continues to provide new, well thought out product. This is their new retro fit in-tank fuel pump kit. Note the top design, where the fuel and vent lines tie in... no more crowfoot design! This will be so much easier to install and plumb!

When it comes to converting to EFI, it's important for the fuel pump to be cool. Installing the fuel pump in-tank achieves this plus it's quieter and there's no chance of fuel starvation. To ease the installation of an in-tank pump, FiTech offers a new In-Tank Module assembly. The part number is 50015.

This universal billet assembly can be used on tanks with a depth of 6" to 15". The billet aluminum was designed with the supply and return ports in a parallel position to help route the fuel lines easily and evenly. The vent port is on the other side to ease routing the line near the fill tube. The two fuel ports are threaded to accept -6 AN O-ring boss fittings for a secure, leak-free connection.





# NEW STUFF

The cut-to-fit bracket secures a 340 LPH pump capable of providing fuel to support engines up to 600 horsepower. To ensure clean fuel is pulled into the pump, two size of sock/filters are provided, a standard 11 square-inch design as well as a large, 35 square-inch version.

For more information on the new Go Fuel IN-Tank Pump Module and all other FiTech products, head over to

**[www.fitechfi.com](http://www.fitechfi.com),  
or call 1-951-340-2624**



**Eaton  
Single Vehicle Electrical Connector**

This product came to us through one of our advertiser/Quick-Times Magazine distributors, ProMax Performance in Edmonton. Co-owner Marty Cochrane has been freshening his Pro Street Pontiac Gran Prix for Summer 2020 street duty and showed us a great wiring solution from Eaton.

The Single Vehicle Electrical Center (VEC) comes in a variety of configurations and supports 200 Amps. Eaton VECs all feature a unique color-coded and keyed connector system, and accept plug-in fuses, relays, circuit breakers, resistors, diodes and transorbs, based on the industry standard 2.8mm footprint. There are also units configurable for CAN-BUS if you want to take a deep dive on the wiring side. These units are suitable for under-hood or trunk mount installations (IP65 compliant) freeing you from that awful under-dash installation typical of so many 50's to 90's vehicles. Great find Marty!

**<https://www.eaton.com> or call 1-877-386-2273**

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Dart's popular line of Big M2 blocks just got bigger and more competition focused, with five new part numbers. These new Big M2 block part numbers will feature 55mm roller cam tunnels, larger .904in lifter bores, doweled main caps and raised lifter oil galleries. These features represent the most demanded block upgrades requested by racers, now combined into convenient packages for easy ordering and to better meet our customer's and builder's needs. Download the latest product data sheet here

**See more at <http://dartheads.com/> , call your local dealer or contact them direct at 1-248-362-1188.**

# NEW STUFF

## McLeod Racing New SFT 2000 HP Street/Strip Clutch



McLeod Racing has expanded their extensive twin disc clutch line to incorporate the new McLeod SFT 2000. The SFT 2000 by McLeod brings a whole new level of holding power to the street/strip twin disc clutch market. The Street Fighter Twin, as we call it, can hold an amazing 2,000 HP while still being very street friendly.

Debuted at the PRI Show, the SFT 2000 inherits the McLeod standard for twin disc technology. Equipped with two ceramic discs, the unit has a 10.5" pressure plate, compliant with factory hydraulics, and will fit in the factory bellhousing. The semi-metallic discs are great for smooth engagement and high horsepower street driving yet give you the material you need when fighting for that win light at the track.

"With the long history and success of our twin disc clutch technology, we wanted to bring customers another option for their car needs," says Paul Lee, McLeod Racing's President. "We now have an option for every horsepower and driving need. McLeod is known for having the broadest and most reliable twin disc clutches on the market. You can't copy experience and McLeod has nearly 50 years of it."

The SFT 2000 is easy to shift at high RPM, includes a performance flywheel, and is rebuildable for racing use. The kit is available for Mustang, early GM, and LS. In addition to the SFT 2000, McLeod continues to produce their flagship products, the RST, RXT, and RXT 1200. For more information about the leader in drivetrain technology, visit [mcleodracing.com](http://mcleodracing.com). To learn more go to: [www.mcleodracing.com](http://www.mcleodracing.com) or contact us directly at:

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**1957 Chevy NOMAD**, LS3 engine L460E auto trans, GMP parts harnesses engine & auto GMP parts ECM ,TCM.it is the GMPP hot rod plug and drive from G.M. Dakota digital gauges, tubular A arms, retro sound radio with blue tooth, Patriot headers. 60.000.00 OBO  
Phone Calls only to Hans 1-780-722-7294

M2

Can run small or big tire. Car is "full chassis" with both clips tied together. Car has stock "factory" dash and I have a dash cluster for it (not shown in pics)...also have stock black carpet to match rear carpeted area. Autometer gauges, Auto Meter Monster tach, B & M Pro Stick shifter, Taylor switch panel, fuel cell. Clean, straight body...All steel body except fiberglass fenders, hood, deck lid....HAS A FULL FRONT CLIP. Have a pair of NEW front Weld Draglites to match the rears...so all 4 wheels are Weld Draglites. Also, roof was damaged and has been replaced... This will make a great Radical Street car...Plug in any powertrain and the car will be a lightweight Killer. Please keep in mind it has just had \$10,000 CAD (\$7000 USD) spent on the car for the front clip, roof, etc. PRICE: Reduced to \$13,500 for Complete Roller (\$9650 USD) PHONE: (306)-241-5476

J2



**1967 Camaro RS/SS**, a well-known race car in Western Canada but could be put back on the street. Still has Factory dash, VIN...and clutch pedal. Has been UPDATED with Brand New Martz Chassis front clip (\$\$\$\$) Wilwood heavy duty vented disc brakes, rack and pinion steering, Aldan Billet coil over shocks. 10 point roll cage Smooth Firewall. S&W Race Cars Rear Chassis Clip with SLIGHTLY narrowed Dana 60, Strange 35 spline axles, ladder bar with coilovers.



**1990 s10 drag truck**, 540BBC makes 815 on motor and is set up for nitrous, built professionally by Roger at custom automotive with dyno sheet available., Turbo 400 transmission, TCU brake and TCS converter., 4 link rear end with a ford 9 inch in it., Custom frame mods and roll cage bu stormy's street rods., Weighs 2,400lbs with all steel body. Has run six 1/8 mile passes since new, drives straight. \$25,000, Call 780-720-2894



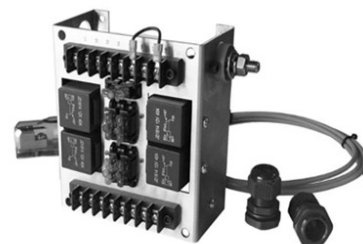
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**1955 210 post**, Factory v8 car, Comes with 1955 Bel Air donor car, Located at Drumheller \$5000 Can help load, CALL 403-321-0386 M2

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**R.E. Dragster**, 234" W.B. chomemoly chassis, IHRA cert., full floating 9", 4.30 Pro gears, 565 cu in., Merlin blk, Wisco, Erson Cam, Jesel belt dr., TD shaft rockers, Dart Pro1 355 heads, Ti intakes,MSD crank trigger, Pro1SV carb, Best et 7.67 at Castrol RW past Castrol QR champ, great starter car, \$10K roller, \$20,000 complete or best offer. 780-203-9248 Dave.

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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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**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



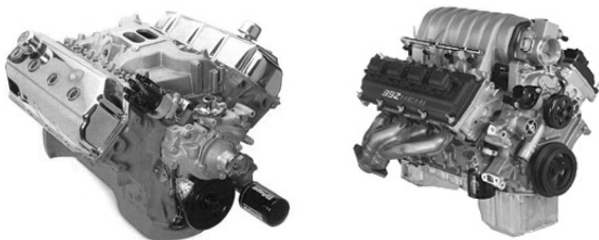
**1969 Camaro**, body plastic bead blasted and all panels are new Goodmark sheetmetal. PPG Cyber Grey Metallic paint. Body is all steel including 4" cowl hood. Built to be a street car. Rolling chassis but can add LS Turbo or 800hp pump gas sbc and t400 trans for extra. Over 65k invested and have all the receipts. NHRA 8.50 cert chromoly cage. Strange 9" diff with 35 spline gun drilled axles, call for details 34k FIRM no trades. PM for more info or to schedule a viewing. Call 403-870-2214 j2

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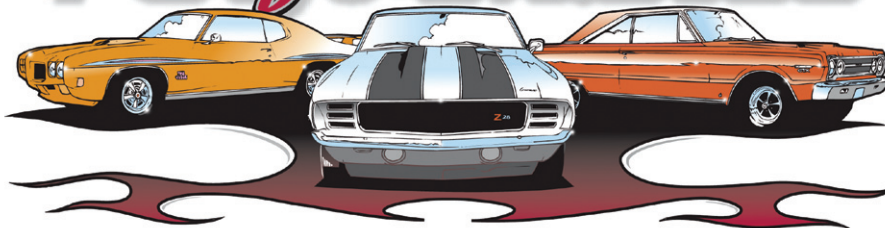
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**28 Ford 2 Door Sedan.** 351W,AOD tranny, 10 bolt posi,TCI independent front suspension, 4 link in rear. Power brakes, manual rack. Body is in awesome condition with perfect patina. All steel car. You couldn't build this car for under \$25000. Needs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

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**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



**70 Swinger** with 318 4 barrel 4 speed trans. Nice clean driver with Power Steering, new interior. New tires. has been converted to 4 speed with all proper linkage. Some rust on 1/4 panels. No Trades!! call 403-872-3340 j2

**1940 Chev.** All metal work has been done have all trim,glass and seats. No motor or trans. This is a rust free car ready for body and paint. 7000 obo call or text 403-807-1409 j2

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**1971 Oldsmobile 442** pro street / drag car. Prince George BC. Running, driving, stoping project \$23K obo or WILL SELL AS ROLLER (no engine/trans) FOR \$13K OBO All the hard stuff is done and would make a nice quick winter project. Fairly close to being street legal, has heater and signals etc but needs an e brake and a few other small things. Over \$35k invested. 600hp 383 sbc, th400 manual valve body 3500 stall, Ford 9" 5:13 spool. 8 pt roll cage with window net, ladder bar back half QA1 adjustable coil overs, 33x22.50x15 Mickey Thompsons, centreline rims, wilwood disc brakes all way around, line loc, fuel cell and electric pump, CALL 778-675-8199 J1





**1927 Ford Track T Roadster**, cool little hot rod, 4.3 w/mods, 4bbl, headers, cam, turbo 350, independent front and rear suspension on a custom built frame, nice glass body, **SOLD** nice as level moon discs, custom gauges, front disc brakes, drives like a slot car, lotta fun, little money, \$15,500 Alberta registered, call 403.872.0250

J3



**'98 S-10/Sonoma** for sale, 1,000hp Twin turbo LS, Full 25.3 sfi chromoly cage cert to 6.50 9" / ladder bar with Santuff coilovers, Precision turbos, Haltech elite 2500 efi, Billet specialty wheels Any Small tire class legal, 15,000 cnd rolling, 25,000 cnd turnkey, Please message for all additional info if interested 250-215-2453

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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

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N1

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Ken Sitko

Those were the days my friend, we thought they'd never end. We'd sing and dance, for-ever and a day. We'd live the life we choose, we'd fight and never lose, for we were young and sure to have our way.

Awesome lyrics, and the mantra for many generations in North America. Covid put an end to this for the time being, but none of us truly believe this is the end. Things will get back to normal, right? We could be talking about any of life's activities, but this is about the things that make us whole, things that make life worth living. A walk in the park, food and drink with friends, and for a lot of us, drag racing.

We all have our favourite era; each has its own special appeal. The farther back we go, the simpler the times were, but even now we all find a way to make it meaningful. Mine is when I started out driving my dad's injected dragster in '77. From then through the 80's was golden, it's where I learned how to drive, build and tune. No computers. Winning races was a result of judging track conditions, massaging a combination for a couple of years, knowing what the engine wants, and using the driver/tuner interface (of which I was both) to get the most out of the race car. Seat of the pants racing had real meaning back then. The challenge of trying to be the best is what is so addicting. The satisfaction of conquering the conditions, winning on a holeshot, or outperforming the best of the best fills up the pride bank, which all of us crave. Maintaining that level year after year is very difficult, statistically impossible, but that goal is what keeps us coming back.

No one sets up a race team purely as a business prospect. That would be real tough sledding. There has to be a spark that starts it all. Racers are passionate about performing at their best; battling other drivers for the best reaction time, figuring out track conditions, and getting the best out of your engine without blowing it up. There's nothing like the feeling of anticipation for the weekend by pulling your rig into the track especially after a long haul. Luck, skill, and determination will dictate how the rest of the weekend goes. Sometimes no matter how hard we try our performance comes up short, but in those special moments that are remembered forever, our efforts are rewarded with a championship, an event win, or even just a personal best. We live for the summer, so the 2020 shutdown is really killing us. Most of us have families that we have to take care of, full time jobs and bills to pay, but the passion for the sport cannot be denied.

One racer who had this passion was Gordon Jenner. The Pacemaker team of Hodgson, Jenner and Bonin was a force in the early 70's and they had as much fun as they did success. I found out that Gord passed away the day before I wrote this; another big loss for drag racing. He was a great team builder and a smart tuner, and will be missed.



When we first got into the Nitro Funny Car class, Gord had finished peicing together the new Pacemaker funny car. I was lucky enough to be able to help Gord, Roland, Capp and Hodgson in Fontana when they were testing. Later on we match raced him a few times in Edmoton, he was gracious enough to give me a few pointers, and even complimented us on our performance. Godspeed Gord.

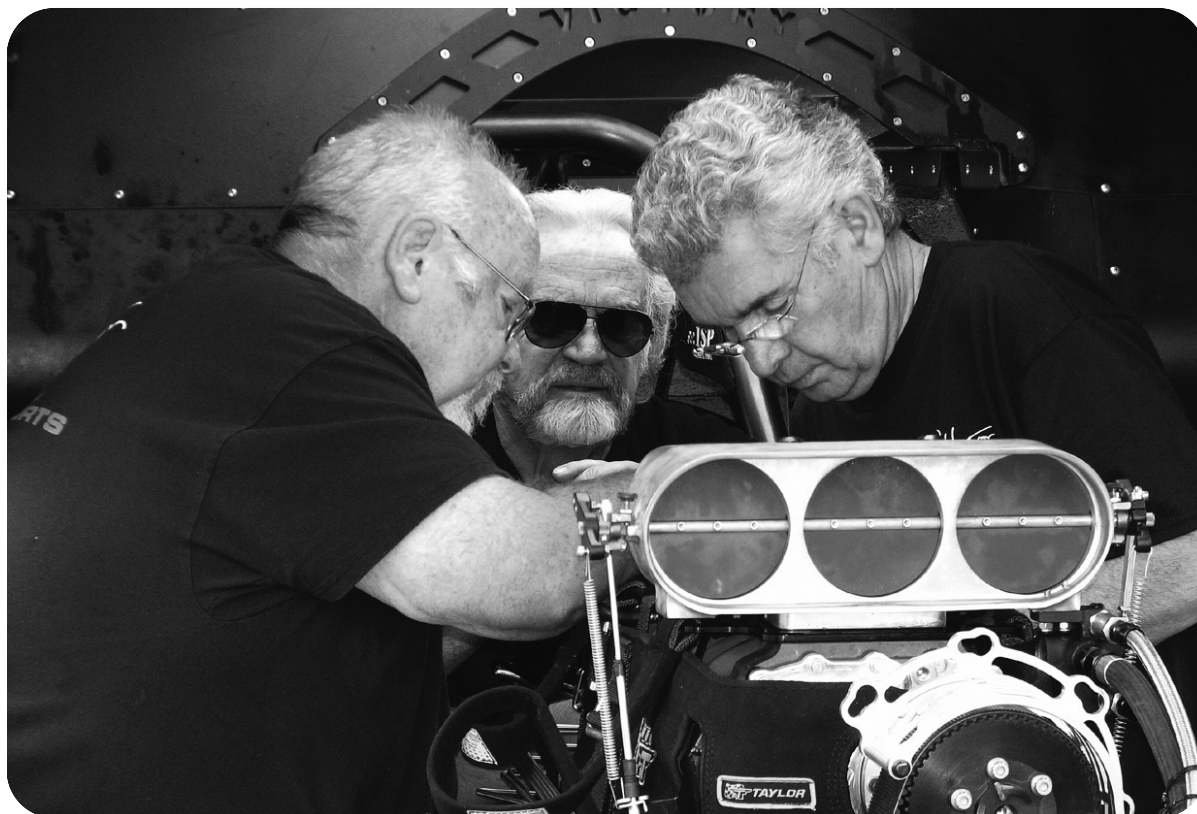
We may or may not get to race this season. It is real tough for the professional teams that make a living drag racing. They are accountable to their sponsors to promote their products. The crew members do this for a living. A lot of engine shops and manufacturers depend on large volumes of sales for the Nitro ranks.

None of that is happening this year. Will all the teams survive this? Will some of the sponsors be hurt bad enough that they will have to pull out? How about the NHRA? Will it be business as usual when we start up again? There may be some surprising omissions the next time we get together again.

*Kenny*







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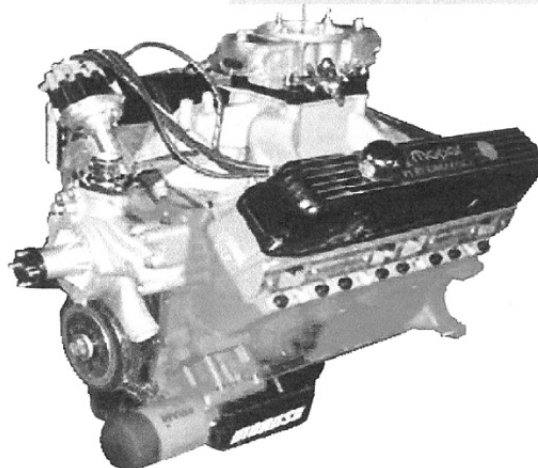
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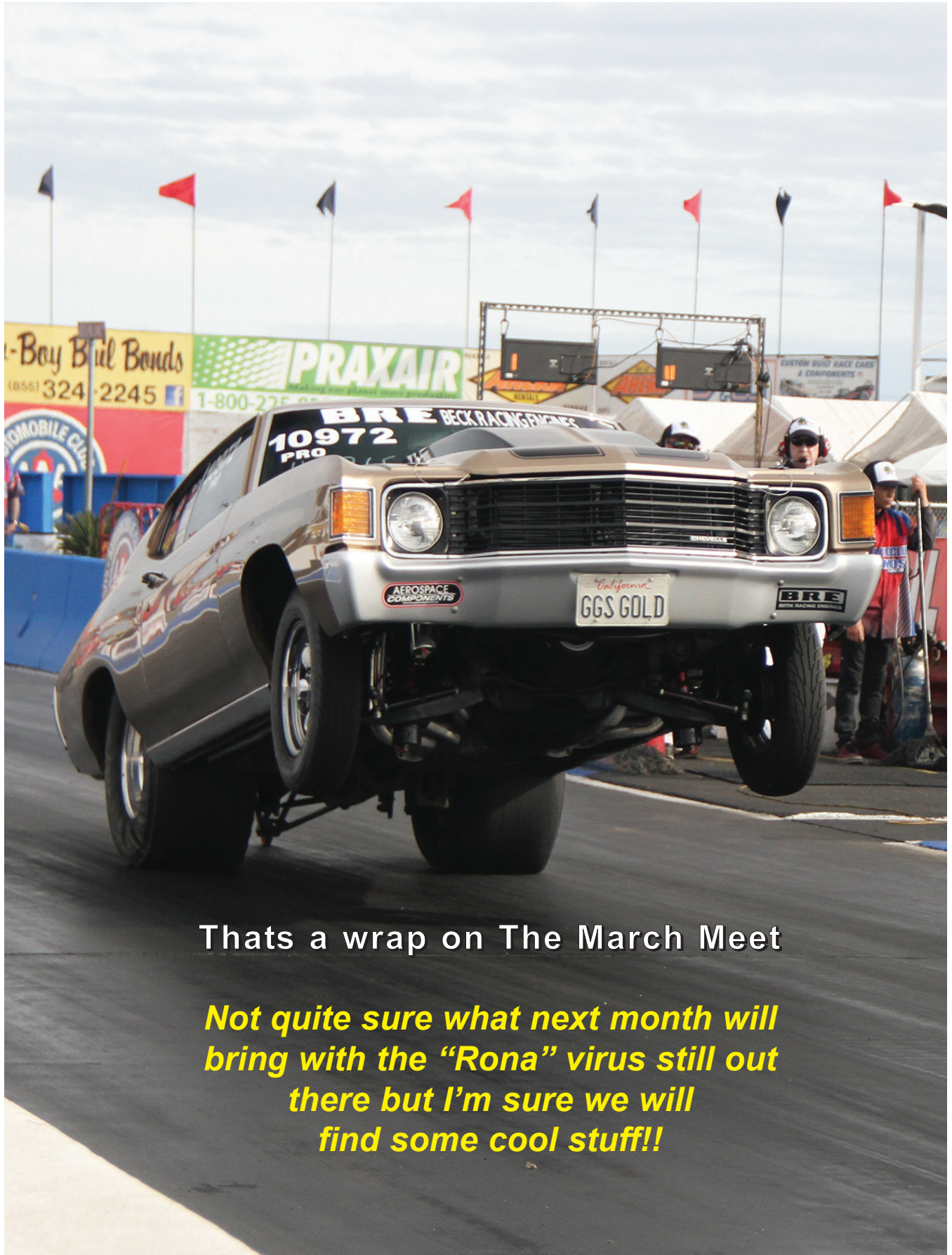
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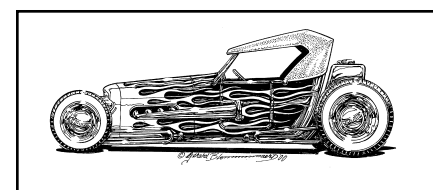
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