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JULY 2020

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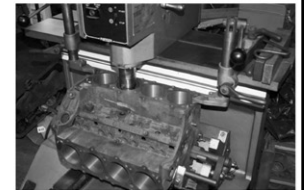
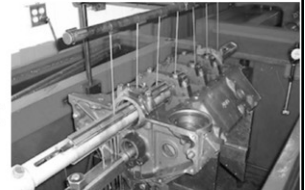
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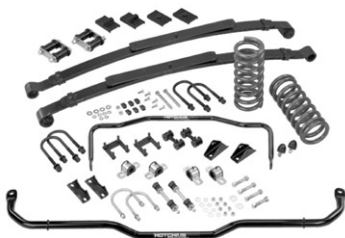
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This Month
David Crosby
Funny Car Chaos

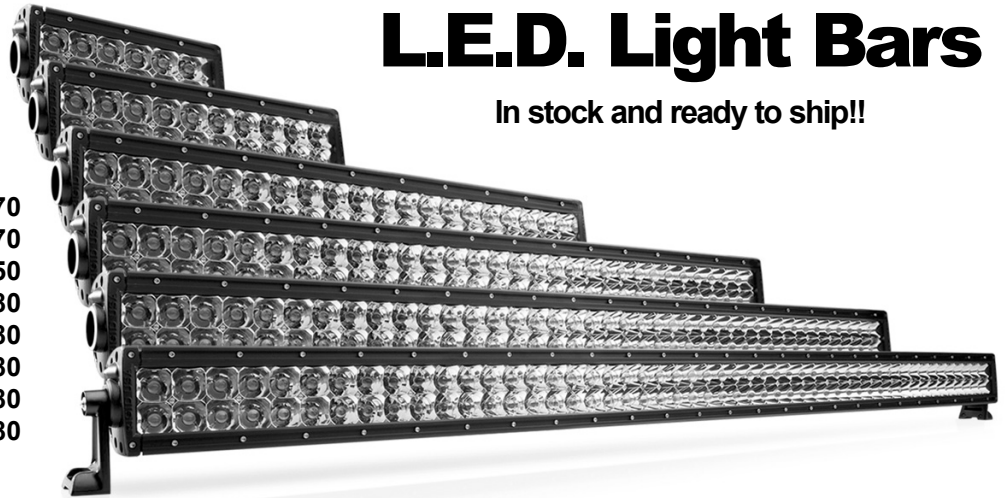


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Out & About

Bill Robertson

Funny Times...

A man was driving his ferrari down a country road when a farmer flagged him down and said that his tractor died in a field and needed a little help.

The man agreed to help tow the farmer's tractor back to his farm. They agreed that the tractor's left blinker meant speed up and the right blinker meant slow down. While the Ferrari was towing the tractor, a Lamborghini zoomed passed. The Ferrari driver forgot all about the tractor and the farmer and floored it. The two sports cars tore down the high way at incredible speeds. After awhile, the racers passed a police car and the police car radioed ahead about the speeders.

"Hey yeah, this is Jim. I'm warning you about a Ferrari and Lamborghini racing at 190 mph. But what you really need to be careful about is the tractor trying to pass them on the left."

A police officer pulls a guy over for speeding and has the following exchange

Officer: May I see your driver's license?

Driver: I don't have one. It was revoked when I got my 5th DWI.

Officer: May I see the registration for this vehicle?

Driver: It's not my car. I stole it. Officer: The car is stolen?

Driver: That's right. But come to think of it, I think I saw the registration in the glove box when I was putting my gun in there.

Officer: There's a gun in the glove box?

Driver: Yes sir. That's where I put it after I shot and killed the woman who owns this car and stuffed her in the trunk.

Officer: There's a BODY in the TRUNK?!?!?

Driver: Yes, sir.

Hearing this, the officer immediately called his Captain. The car was quickly surrounded by police, and the Captain approached the driver to handle the tense situation:

Captain: Sir, can I see your license?

Driver: Sure. Here it is. Captain: Whose car is this?

Driver: It's mine, officer. Here's the registration.

Captain: Could you slowly open your glove box so I can see if there's a gun in it?

Driver: Yes, sir, but there's no gun in it. Sure enough, there was nothing in the glove box.

Captain: Would you mind opening your trunk? I was told you said there's a body in it.

Driver: No problem. Trunk is opened; no body.

Captain: I don't understand it. The officer who stopped you said you told him you didn't have a license, stole the car, had a gun in the glovebox, and that there was a dead body in the trunk.

Driver: Yeah, I'll bet the lying son of a bitch told you I was speeding, too!



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EDITOR Don Macgowan
PRODUCTION Linda Collinge
MARKETING Don Macgowan, don@quick-times.com
 Bill Robertson bill@quick-times.com

CONTRIBUTORS Doug Adams, Moe Putney, Dave Morgan, Fred Nelson, Ken Sitko, Sheryl Ogonoski, Melinda Neil, Bill Robertson, Todd Young, Jack Feige, Vern Scholz, Tom West, Phil Elliot, NHRA, IHRA, SEMA, Nitroimage, Dyan Lover, Bemy Frye, Butch Henry, Joel Gruzen, Tom Slick

COVER Bob Snyder pic

www.quick-times.com

(403)886-7663

don@quick-times.com

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A police officer pulls over a speeding car...

The officer says, "I clocked you at 80 miles per hour, sir." The driver says, "Gee, officer I had it on cruise control at 60, perhaps your radar gun needs calibrating" Not looking up from her knitting the wife says: "Now don't be silly, dear, you know that this car doesn't have cruise control." As the officer writes out the ticket, the driver looks over at his wife and growls, "Can't you please keep your mouth shut for once?"

The wife smiles demurely and says, "You should be thankful your radar detector went off when it did."

As the officer makes out the second ticket for the illegal radar detector unit, the man glowers at his wife and says through clenched teeth, "Dam it, woman, can't you keep your mouth shut?"

The officer frowns and says, "And I notice that you're not wearing your seat belt, sir. That's an automatic \$75 fine." The driver says, "Yeah, well, you see officer, I had it on, but took it off when you pulled me over so that I could get my license out of my back pocket." The wife says, "Now, dear, you know very well that you didn't have your seat belt on. You never wear your seat belt when you're driving." And as the police officer is writing out the third ticket the driver turns to his wife and barks, "WHY DON'T YOU PLEASE SHUT UP??" The officer looks over at the woman and asks, "Does your husband always talk to you this way, Ma'am?"

"Only when he's been drinking."

David Crosby

Doug Adams

Greetings Quick-Timers! A lot has happened in the last 30 days and unfortunately it has nothing to do with cars and or drag racing. I just hope everyone is safe and your lives are getting back to some semblance of normal.

Just as the world was starting to stretch and wake-up from a four month slumber a foul ball comes out of nowhere and hits us square in the face. The results of which will change many of the things we enjoy forever. I'm sorry, banning Looney Toons because Elmer Fudd has a gun is just insane....the rest of the stuff is crazy too! While my mind is on cartoons, all I can think about is George Jetson on the treadmill screaming "Jane, get me off this crazy thing"! My sentiments exactly, stop the world and let me get off!

One night last week I came in from the garage and heard music coming from the TV. Before I looked I asked my wife what she was watching. She said it was a biography on David Crosby. As I wandered into the kitchen I could still hear the music and the story that Crosby was telling. It's funny because people always say history repeats itself and there was Crosby back in the 60's during all of the turmoil of that time. His answer was to write songs about it, songs that ring loud and clear today. But, we aren't here to talk about music or cartoons or the state of the world it's all about cars, which leads me to my David Crosby car story.

About a year and a half ago my friend Dave, from Alabama, was in California on business. The cool thing about his job is that it brings him to my hometown. Normally, when Dave's here, we go out to dinner, fight over the check and talk about cars. So, when he got to town and called I found out where he was staying and we made dinner plans. I suggested a sushi place within walking distance of his hotel. We agreed to a time and met at the restaurant.

When we got inside and sat down Dave says, "I was here the other night and I walked out"! I was pretty taken back because this place was always top notch. Of course I asked why? He says the place was empty when he walked in and they asked him if he had a reservation.

He said no and the waiter gave him some mumbo jumbo about seating resulting in Daves exit. Now as Dave is telling me this I see this scruffy, long har dude standing at the window with his hands cupped on the glass, looking in. I'm thinking to myself, tell me this homeless guy is going to come in here and cause a scene. Then I see a woman get out of a Ford Expedition and join him. The waiter sits the couple down to my right one table away, the guy is opposite me so we are basically looking at each other. At this point I was trying not to make eye contact but, at a glance I did get a look at his profile. My immediate thought was NO WAY!

So what's next, I pull out my phone, hoping I had service and type David Crosby into Google....BAM! There he was in a photograph wearing the exact same hat and coat that he had on this night. I turned my phone over and set it on my leg. When Dave got back from the restroom I handed him the phone and made an eye gesture to my right. Dave just looks at me, hands me the phone and we continue on with our dinner and conversation.

When we got up to leave I just looked at Mr. Crosby and nodded with a smile. He smiles back and says "so you guys are car guys"? I replied, yes we are! He then says I have a 1940 Ford truck that I got into a little scrape with, I'm looking for somebody to do the bodywork and paint. Dave says I'm from Alabama but maybe Doug knows somebody. I recommended the guys at The Hot Rod Ranch.

From the dent in his truck to rockets, photography and recording at the Mussel Sholes Studio, the next forty five minutes went by in a blink, it was a really cool night. Who would have ever thought that on a Tuesday night in little Buellton California you would be sitting next to David Crosby eating sushi...not me! Now as I'm sitting there watching the David Crosby biography they show David walking in his driveway and there sat the 40 Ford truck. I couldn't help recounting the story of the truck and sushi to my wife as the truck appeared on the screen.

David Crosby

Doug Adams



In honor of David Crosby I'm going to dig back into the hard drive and pick a variety of truck photo's



In honor of David Crosby I'm going to dig back into the hard drive and pick a variety of truck photos for this months offering. I know it's not current but we can only go up from here, I'm keeping an eye on the car event calendars. Unfortunately, at the moment most dates read cancelled!

With all that said, I'm happy to bring a smidge of good news your way this month. Auto Cub Famoso Raceway reopened this past weekend, June 13th for a "You and Two" open test day. I would assume it meant you, the driver and two, crew. I saw some video that my friend, who works at the track took. It looked like they had a nice assortment of cars testing but, no spectators or photographers.

I don't know if anyone out there in Quick-Times land tuned into the web stream of The National Day of Nitro on May 30. It was a pretty cool deal as teams provided live feed video of them firing up their nitro machines. Even though you couldn't smell the cyber-nitro, the show was aimed at giving race fans a little morale boost.

Enjoy the photos, be kind to each other and I'll see you next month,

Doug



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David Crosby **Doug Adams**



David Crosby

Doug Adams



"So you guys are car guys"? I replied, yes we are!



David Crosby

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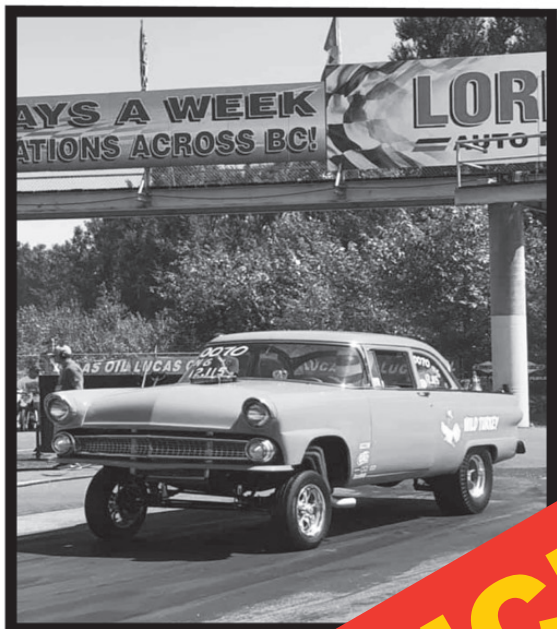
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J2

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

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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Funny Car Chaos

Photo's by Bob Snyder

Funny Car Chaos is an organized effort by Chris and Tera Graves as an endeavor to provide a place to race for the racer who loves the fiberglass flopper.

The two-day Funny Car Chaos events features Friday night qualifying under the lights and elimination rounds on Saturday with the quickest 16 cars earning a spot in the 'A' and 'B' fields of competition.

The 2020 season will mark the second year for the Funny Car Chaos World Championship points battle, won by inaugural Champion Ken Singleton of Oklahoma in 2019.

"We are very excited about the upcoming season and look forward to another great year of racing with this spectacular group of teams who have made Funny Car Chaos so special," FCC founder and organizer Chris Graves said. "It is a blessing to have such strong support from these teams, but also the fans, track owners, and marketing partners that share the excitement and vision of the series.

The Red Line Shirt Club Funny Car Chaos Championship tour presented by Entech Oil and Mears Mazda Volvo was able to resume its 2020 season at Iowa's Eddyville Raceway Park on May 29-30th. After sneaking in the season opener in mid-March, the series was forced to re-schedule several events due to the Covid-19 pandemic. With funny car teams across the country itching to race, a stout twenty five car field with teams from twelve states converged on Eddyville, Iowa for two days of ground pounding heads up flip top action.

Per the Iowa governor's orders, no 'spectators' were allowed in the property, a mandate that was set to expire June 1st, just two days

after the event's completion. But, an unlimited number of 'crew' were permitted in the pits, which allowed a respectable amount of hard core 'crew' to become part of the Funny Car Chaos 'survey team' working to observe the event and report back to the series in an effort to improve upon future events.

This event marked the first time for a Funny Car Chaos pay-per-view service allowing people who were unable to attend the event to experience the show from the safety of their own homes around the world. It was also the first time for live stream provider BangShift.com to provide a multi-camera broadcast with Chad Reynolds hosting the event and Les Mayhew of Nitro America fame capturing the action from the starting line.

It was a great accomplishment for the Funny Car Chaos series to bring the group together. From the Funny Car racers ranging from the Ballew family to the Allan Middendorf team, all are experiencing a level of enjoyment at the same event. This fledgling series has been and continues to be a positive recipe between racers, tracks and sponsors.

Here's a few pic's from Big Bob Snyder



Funny Car Chaos

Photo's by Bob Snyder



Funny Car Chaos

Photo's by Bob Snyder



Funny Car Chaos

Photo's by Bob Snyder



Number 1 Qualifier



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Funny Car Chaos

Photo's by Bob Snyder



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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

2010 Powerglide Transmission Specialty · Driven NaN miles, Powerglide transmission with a 180 gear. SFI Certified till September 2022 Trans brake. Deep oil pan. Works awesome. Rates for 2000 hp. \$4000.00 Dave at 780-984-8224

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

SBC Offenhauser low rise 2X4 intake with duel Carter (Edelbrock) 500cfm AFB carbs(fresh rebuilds) Includes duel carb linkage , AN fuel fittings & braided fuel hose , air filters , oil fill and cap with thermostat .Fits Gen 1 Chev 283 327 350 \$750 Andrew 403 479-4580 J3

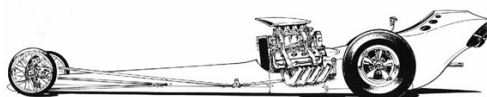
8.8 Rear end out of my 68K km 1998 Mustang Cobra. 31 spline Superior axles with 3" ARP studs. Ford Traction-loc 31 spline diff with HD truck S spring. 4.10 Ford Motorsport Gearset (used for less than 200kms). \$800 OBO. Ready to install and drive. Located in Airdrie.call 403-827-4570 J3

KB Hemi valve covers with KB breathers for sale. For another friend of mine that doesn't have Facebook. He's wanting \$950.00 US or \$1300.00 CAD. Please call or text 780-916-8398 J3

Crane R274/4334-4 solid roller for mopar big block. Worked excellent, nothing wrong with it just switched combo. 300.00 firm Located in Saskatoon, SK Call or text 306-291-8709 J3

Richmond 3:73 gear set for GM 10 bolt (8.5) Rear Differential May have 200km on set since new & was switched out for taller gear set \$200.00 Call/Text 306-203-1097 J3

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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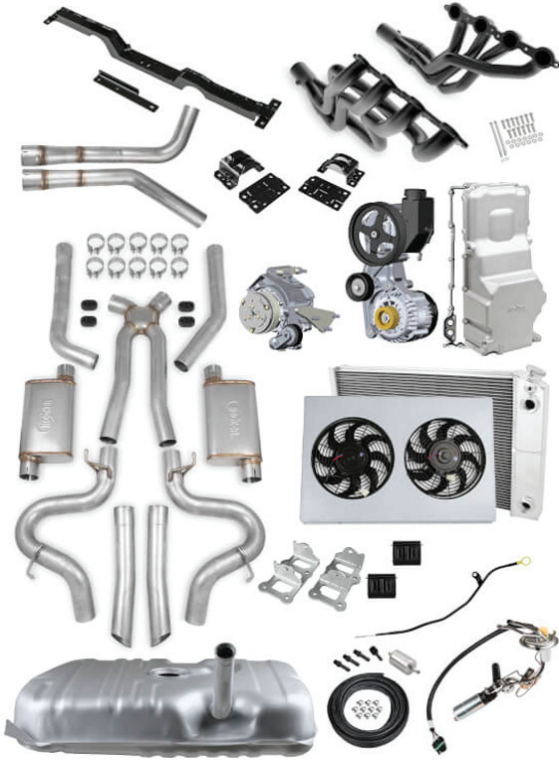
<ul style="list-style-type: none"> • Disassemble/Inspect/Advice • Remove cam Bearings, front plugs, oil gallery plugs • Completely clean, scrub galleries • Check/bleed/flush • Bench/Match, w/longer pushrods • HONDA: bore • Square deck • Align hose / square caps • R&R pistons, fit pins • Polish crank / Grind Crank 	<ul style="list-style-type: none"> • Install cam Bearings, front Plugs, oil Gallery Plugs • All clearances specifically set to up piston/lift • Complete Cylinder head service • Intake / Exhaust, Port Polishing • Work radial cut valve seats • Main pin assembly • Camshaft degreasing • Computer aided Combination Architecture
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Hooker's 1978-1988 GM G-body LS Swap Kits are engineered to provide a complete and comprehensive solution for swapping an LS engine into your ride. Unlike many of the other swap parts and kits on the market where the engine is placed as high as possible, the engine positioning achieved with our kits provides for a lower center of mass and optimized engine inclination/ U-joint working angles. As an additional benefit, transmission-to-tunnel clearances (especially those regarding GM 4L80/4L85 transmissions) are greatly improved."1978-1988 GM G-body LS Swap Kits are comprehensive, including engine mounts, transmission crossmembers, oil pans, headers, exhaust systems, fuel systems, accessory drives, and cooling systems "Proprietary engine mount brackets simplify installation by utilizing common GM clamshell-style mounts providing a lower center of gravity without modifying your frame. "Transmission and cross-member adapters are available to accommodate TH400, 2004R, 4L60/80, and T56 transmissions! "Hooker Blackheart headers are specifically designed to work with the Hooker LS mounting brackets and allow use of stock spark plug wires. "Hooker Blackheart LS swap exhaust systems are available in both 2.5" and 3" stainless steel. They are optimized for performance, noise attenuation, ground clearance,

and corrosion resistance. "Holley low mount accessory drive brackets provide a complete solution for accessories while maintaining a clean appearance. "Offered in various kit configuration to meet your swap needs For more information on the New Hooker Blackheart swap kits and other Holley products, check them out at

<https://www.Holley.com/> or call them at 1-866-4646553. Let them know Quick Times sent you!

Flowmaster Flow FX Muffler



Flowmaster's Alternative to it's "chambered" muffler Sound - just in time for Summer! Flowmaster's FlowFX series mufflers deliver a moderate performance tone for the enthusiast looking for an exhaust note that is different from the "chambered" muffler sound. The interior features a large "straight-through" stainless steel perforated core, surrounded with high temperature sound absorption materials delivering a deep mellow tone. The internal flow design is reversible, so the muffler can be installed in either direction to best suit the vehicle application and offsets needed. Features include fully MiG welded "bright" 409 stainless steel construction with the FlowFX logo embossed on the both sides of the case. The FlowFX mufflers are perfect for the person looking for a quality "straight-through" performance muffler at an economical price point. Features:

- "Reversible "Straight-through" Design
- "Moderate Performance Exhaust Tone
- "Compact Case Size Fits in Tight Spaces
- "Fully MiG-welded "Bright" 409s Stainless Steel
- "Limited Lifetime Warranty

For more information on the Flowmaster Flow FX muffler and all other Flowmaster products, head over to **www.Holley.com or call 1-866-464-6553 and tell them Quick Times Classifieds sent you!**

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Funny Car Chao's

Photo's by Bob Snyder





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.

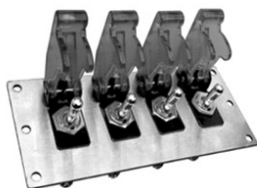


1990 s10 drag truck, 540BBC makes 815 on motor and is set up for nitrous, built professionally by Roger at custom automotive with dyno sheet available., Turbo 400 transmission, TCU brake and TCS converter., 4 link rear end with a ford 9 inch in it., Custom frame mods and roll cage bu stormy's street 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



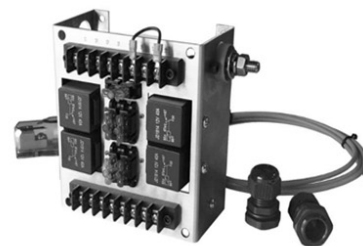
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1964 Chevy ii Gasser. 355sbc,4spd.ford 9". 4pt cage, RCI seats and harness. Fenderwell headers, Holley 750. California car, trunk, rear frame rails and firewall are very nice, which are usually the bad spots.supertrick skinny up front and Hoosier quick times on the rear. BC papers.\$16,000 Castlegar. 250-304-2323 D1

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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



Boulton Race Cars 225" R.E. Dragster. BBChev engine plates. Boulton Diff with Stange 9" 4.56 Gears. Fits 5'11" 220Lbs. Well Built car. NHRA+IHRA Certified to 7.50(expired). Wouldn't take much to put on the track..\$7500.00 403-872-3340 J2

1956 Belair 2dr original v8 car updated with a 350cid v8 World Products cylinder heads, Edelbrock dual quad induction, chrome alternator, custom crank case pressure regulator, alloy water pump, custom cross flow alloy radiator, Holly electric fuel pump, braided fuel line from all new tank, roller valve train, Hamburger oil pan, full MSD ignition system with billet distributor, 350 turbo TCI converter, TCI alloy pan, 2 stage valve body, LoCar column shift update, \$39,000.00, if you want better than this be prepared to spend lots more. CALL 306-222-0456 J2

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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



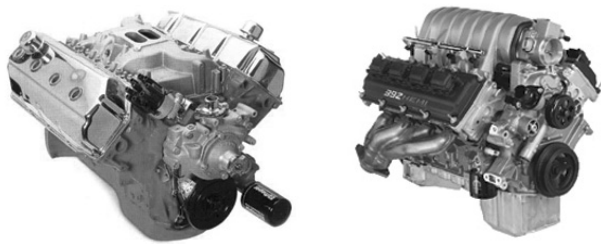
1969 Camaro, body plastic bead blasted and all panels are new Goodmark sheetmetal. PPG Cyber Grey Metallic paint. Body is all steel including 4" cowl hood. Built to be a street car. Rolling chassis but can add LS Turbo or 800hp pump gas sbc and t400 trans for extra. Over 65k invested and have all the 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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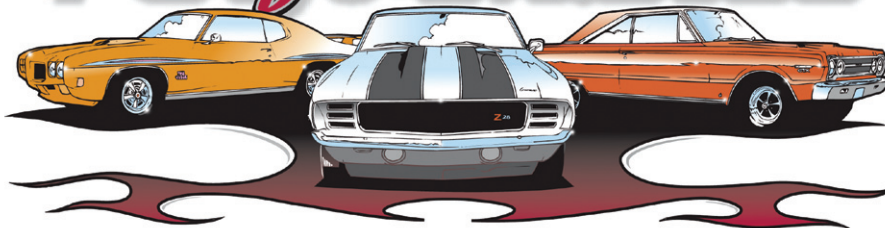


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80 Malibu Bracket car. 2 door coupe, caged,cheetah shifter, Autometer gauges, new door and trunk lock , Ford 9 inch rearend with ladder bars, spool with 31 spline Currie axles, 4.56 gear, good glass, 4 core rad, wilwood master cylinder with Wilwood front rotor and caliper, BBC headers for a Malibu MSD 6AL@Fuel cell with Holley blue pump, Braided 1/2 inch fuel line to the front , All steel, Brand new slicks not mounted

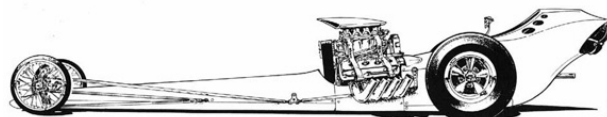
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1979 GMC Cabralo El Camino, Pretty solid has motor issue starts runs drivers just runs rough , paint has seen a better day great start on a project car would like to keep but to many already . \$4500, You can call me at 403-318-5586 N1

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

This month, a few scattered stories from years ago.

I always loved racing at the Ashcroft track. When it was new, it was one of the coolest around. The uphill shutdown area, the downhill staging lanes from the pits, a great racing surface, and better air than we were used to at home. When I was still driving, we still only ran one chute. One drawback of the Ashcroft track was, while it was an uphill shutdown, it was pretty short. On one of my better passes there, against Red Gobel if I remember right, I think it was a 6.20 at 224 mph, the chute didn't open. I usually count one one-thousand, and before I get to two, if the chute doesn't hit, I have to go into action. I have learned over the years that the brake is not the first thing you hit, otherwise the car gets bouncing 3 feet in the air, and is impossible to stop. So the clutch comes out first to slow the car down with the motor, then you can squeeze the brake, a little at first, then you can really yard on it. I still came around the corner pretty hot, but I got it stopped without going off the rocky cliff. Got out of the car and both brake rotors were glowing red, and it smelled like a truck riding the brakes all the way down a steep mountain pass. Mission accomplished though, the car and driver were still in one piece.

Later on, in 1989, me and John Shoemaker were virtually tied in Division 6 points, and we had a semi-final confrontation. We both knew that this would really decide the championship, it would be virtually impossible for either of us to catch up if we lost this round with only the Vegas race left to run. John was always such a joy to run with, him and Judee were so easy to talk to, and I learned a lot from him. This run was all business though, and even though we both wanted to strap a hole shot on each other, we both cut .046 lights, and John pulled away with a 6.32 to a 6.36 win. That pretty well sealed our fate to a number 2 finish that year.

Bryan Davidchuk drove the Arctic Traveller after 1989, and we were running better and better. Not sure of the year, I am thinking 1994, but we were in Ashcroft again, and everyone was still running roots blowers. It was a tough field, but we were running our best ever numbers, qualified number 3 with a 6.12. We won first round, and had a second round date with Roger Primm. We stayed consistent and ran a 6.11, but lost to Primm's 6.0. I remember the compliment Roger paid us at the end of the track, he said that it was a great race, and that we do real well with the equipment that we had. I really appreciated that, as we typically don't have the newer technology on our car, we just can't afford it, and him recognizing that dulled the pain of losing a little bit.

Going back even further, back at Edmonton International Speedway, we were racing at night.

Speedway was an incredible facility, but near the end of its tenure, the track had gotten very bumpy, and there was a nasty bump just after the finish line. Of course, when the chute hit at just the right spot on the bump, the whole car was airborne. For those that have had all 4 tires leave the ground at 200 mph, it is quite the experience. You know you are in the air, there is nothing you can do about it, and you are just hoping the car lands square. Most times it did, but then you had to deal with the rear tires bouncing, that's when I learned that dumping the clutch is the best method of settling it down. The first couple of times I hit the brake, it is quite the ride when the back end is bouncing 3 feet off the track! All of this is going on, then you realize you can't see, it is so dark.

The only good think about the bouncing was that the chassis would bottom out and scrape the track, sending a shower of sparks between your legs and in front of your face shield. Didn't really expect this, but at this point the sparked were welcome, as every second or so they would light up the track in front of you so you could see where you're going.

Once that is settle down, and you are coasting to a stop, you still can't see, I remember a few times being in the left lane, and not wanting to hit the other car, I steered very gently to the left, until I could feel the left front wheel get into the grass, then I knew where I was. Glad things are not quite that dicey any more, I still am nervous seeing my boys race at night though!

Another time, in Price George, it would have been 1985, the track had switched to AHRA sanctioning that year, so there was a points race in the middle of the year. Wayne Vanouck had won the AHRA Championship the year before, so Brad Ennis and I thought we would try to challenge Wayne and Marty for it in 1985. We had gone to Carlsbad at the beginning of the year, and ran very poorly, I was lost with the tune-up, as sometimes happens.

We then went to Palmdale (L.A. County Raceway), and my dad came with us and kept tweaking the nozzles to get us back on track, and we won the Coors Nationals. So this points race was pretty important, as we needed to gain ground on the Sorcerer car before heading to the World Finals in Spokane.

Everything went according to plan, as both Vanouck and me made our way through the rounds in Prince George, and met in the final. Marty and Brad even had a side bet on the race, a hundred bucks I think. It was one of the closest races I have ever had, we were side by side all the way down the track, and at the finish, I was sure I got Wayne by a wheel.

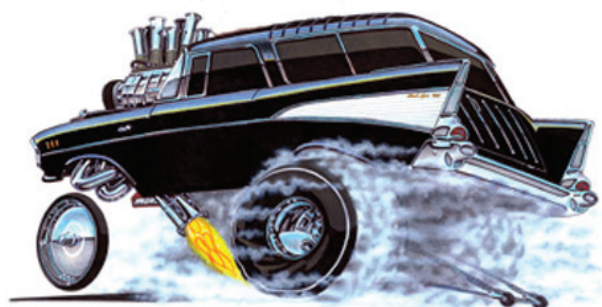
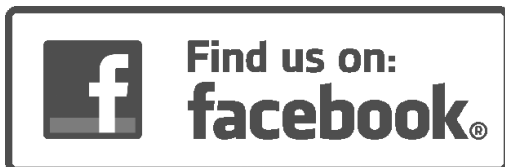
Un-known to me, the win indicator didn't work on that run, so while Wayne and I were wrapping our chutes around the wings, the track personnel were trying to decide who won.

By the time we got back to the starting line, it was getting a little heated, then the officials finally made their decision, I had won. I totally agreed with it, because I was sure I saw my wheel cross first, but obviously it was controversial.

Not sure how they arrived at the decision, I think the person in the tower saw my e.t. display stop first. You couldn't tell by the reaction time, because back then there was none. Brad and I went on to win the World Finals later that year, and the championship.

Lots of other stories, but not enough room in this issue. I have to write them down before I forget them.

Kenny



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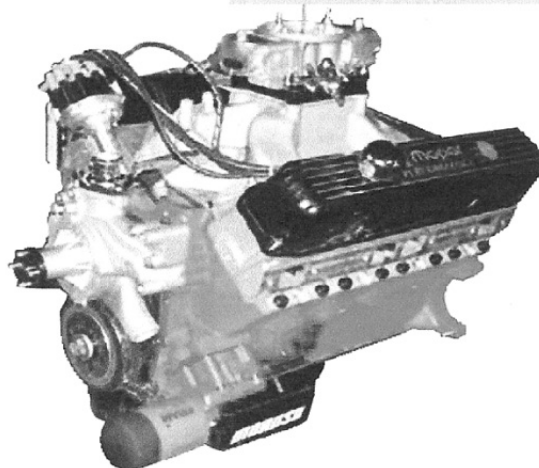
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J1



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A12

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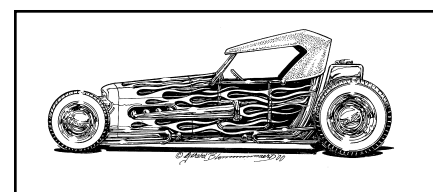
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