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Volume 26, Issue 8

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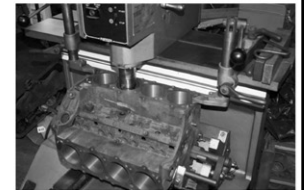
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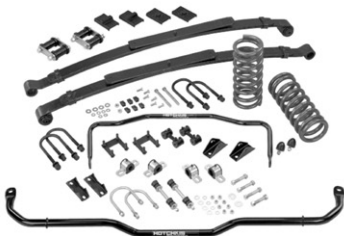
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Mooneyes

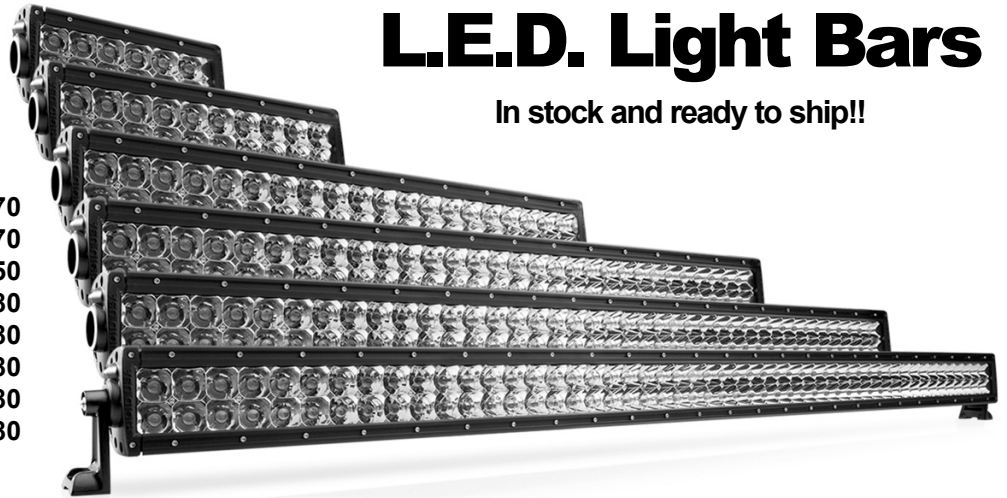


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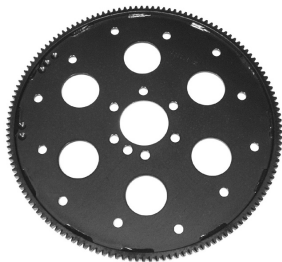
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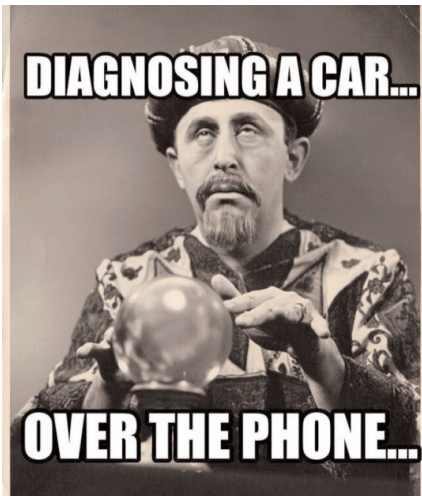


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Out & About

Bill Robertson

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What's the problem? "It won't start?"
Does it turn over? "Does what turn over?"
When you turn the key does the engine crank over, like normally, before it starts? "No. It has a button"

You KNOW what I mean...

Is the battery dead? "How do I check that?"

Facetime or Duo...

I generally go along with the notion that science does not care what your opinion is. It's not always right, but more often than not. As the pandemic situation matures, science, business and government are finding ways to co-exist in a new normal that can be rolled out so that the economic engines we all rely on to live can be re-ignited.

For the hot rod market it hasn't been too bad from my perspective. Enthusiasts and racers are buying parts and accessories while manufacturers are mostly back to work building them. Many events have been cancelled or scaled back - I for one will not be doing SEMA or PRI this year. Aside from what ever risks you believe exist in attending, many folks have opted out and then for Canadians there is the whole 2-week quarantine when returning from international travel -



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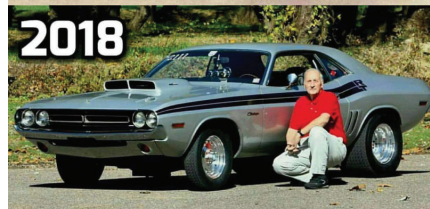
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if the border is even open by then? I DO appreciate the way car shows and such events are evolving, there are some REALLY creative folks in the car culture!

As usual business is in front of government and many organized sports - led by NASCAR; are back under-way. It seems wrong that they have started down the path of how to keep spectators safe enough to attend events before they figure out how to keep kids safe at school but that is how it is.

Bill

Mooneyes Past

Doug Adams

Greetings Quick-Timers. I come to you, disappointed on this July 15th afternoon. Disappointed for several reasons first; I have to tell you for the fourth month in a row that there has been no progress in getting any kind of organized car event going, here in California. In fact, today we took a giant step backwards as our state government has decided to once again shut the state down. I don't know what to expect as we go forward except more and more cancellations.

The next reason for my disappointment is, I have to tell you that the Mooneyes Summer Get-Together, slated for last weekend was also cancelled, meaning that my planned trip south to Fontana to cover the event was halted in its tracks a few days before the cancellation.

In the week prior to the scheduled event my friend and I decided not to spend the night and to just make the Mooneyes show a one day deal. My buddy got beat out of \$300.00 in hotel expenses when the show was cancelled back in March, due to a no cancellation refund policy at the hotel, and the fact that they really weren't interested in hearing any virus nonsense back then. Knowing that, I was very leery of making any kind of reservations.

We could see the writing on the wall when all of the large gathering places like the beach and parks were closed prior to our fourth of July holiday. By the time the week of the show came around I simply backed out of my plans altogether. My work issued a letter stating that they would prefer that if possible, we avoid large gatherings. Considering that they would not be compensating us, in the event we got sick and the fact that they told us we would have to use vacation time which included borrowing from next year, if needed. I chose not to take the chance. Inevitably the show was cancelled and all of the decisions were inevitably made for us.

I know that Chico and Shiggy will never give-up on their faithful but, this has got to be costing them a fortune, considering that the town of Irwindale made the ultimate decision to deny them the dates at the speed-

way. Then, they announced the move to Fontana that ended -up being cancelled twice. And on top of all this was the fact that their last little get together at Christmas, at their shop, was rained on! I do wish them well going forward and I can't wait to get back to a Mooneyes event.

Over the past few years I have found myself watching less and less racing on TV. Yes, I do tune in for most big race days like Daytona, The Indy 500, etc but not with the interest I once had. Now, with the absence of the fans it much less enjoyable. It's just eerily creepy to watch these cars race with the seats empty. Tonight, I have the NASCAR All-Star race from Bristol on in the background, at least there is a sparse crowd there.

Football is the only other sport I remotely care about. I can hardly imagine it without fans. A friend told me that FOX has some kind of computer program that generates fans in the stands, that remains to be seen. Needless to say, I did not sit down and watch the drags from Indy, though I did see bits and pieces and some recap stuff. Maybe by the time you read this

John Force will have issued a statement as to the state of his team. There is much speculation and rumors from unreliable sources so I will definitely not even tell you what I have heard. Perhaps the most sensible thing I heard someone say was " John Force didn't get to where he is today by making bad decisions".....amen! When John is ready for the world to know what's -up he will tell us.

I don't know if the come-back, cameo, guest appearance, curtain call or whatever you want to call it, of Tony Schumacher made-up for the absence of Team Force. So far Tony's return has been quite lack-luster. To add insult to injury, Tony was put on the trailer in the first round by teammate Leah Pruett who had the holeshot and performance.

I was happy to see that fellow east coaster Kenny Delco had two cars in the show with himself and Val Smeland. Val cut a .005 light against Matt Hartford but gave it up in performance on the big end, losing by about 010.

Mooneyes Past

Doug Adams



I can't wait to get back to a Mooneyes event.



Conversely Kenny was a little late on the tree and lost to Chris McGaha. Both cars were a tick behind their opponents. I'm hoping they both go a few rounds in the second Indy race.

Well gang, as we head off into another month of uncertainty, we'll keep looking for the light at the end of the tunnel. All we can do is stay positive and try not to get caught-up in the rest of the stuff that's going on in the world. Staying home hasn't been that bad but, life is better with a car show.

For this month I'm going to give a nod to our friends at Mooneyes. I'm going to get into the archives and find some of my favorite photos from Mooneyes past. I was happy to see that my buddy Bob Snyder had some coverage in Quick Times. Bob is a guy with an incredible archive going back into the 60's. Let's hope he shares some of his memories with us in the future. This month ends on a sad note. The drag racing world lost another legend Mike Kuhl. Mike and his partner Carl Olsen were legends that raced among legends at all the famous California tracks. The pair won the last race at Lions.

Rest in Peace Kuhl One you'll be missed!
Until next month, enjoy the photos and be kind to each other,

Doug



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Mooneyes Past

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Mooneyes Summer Get-Together



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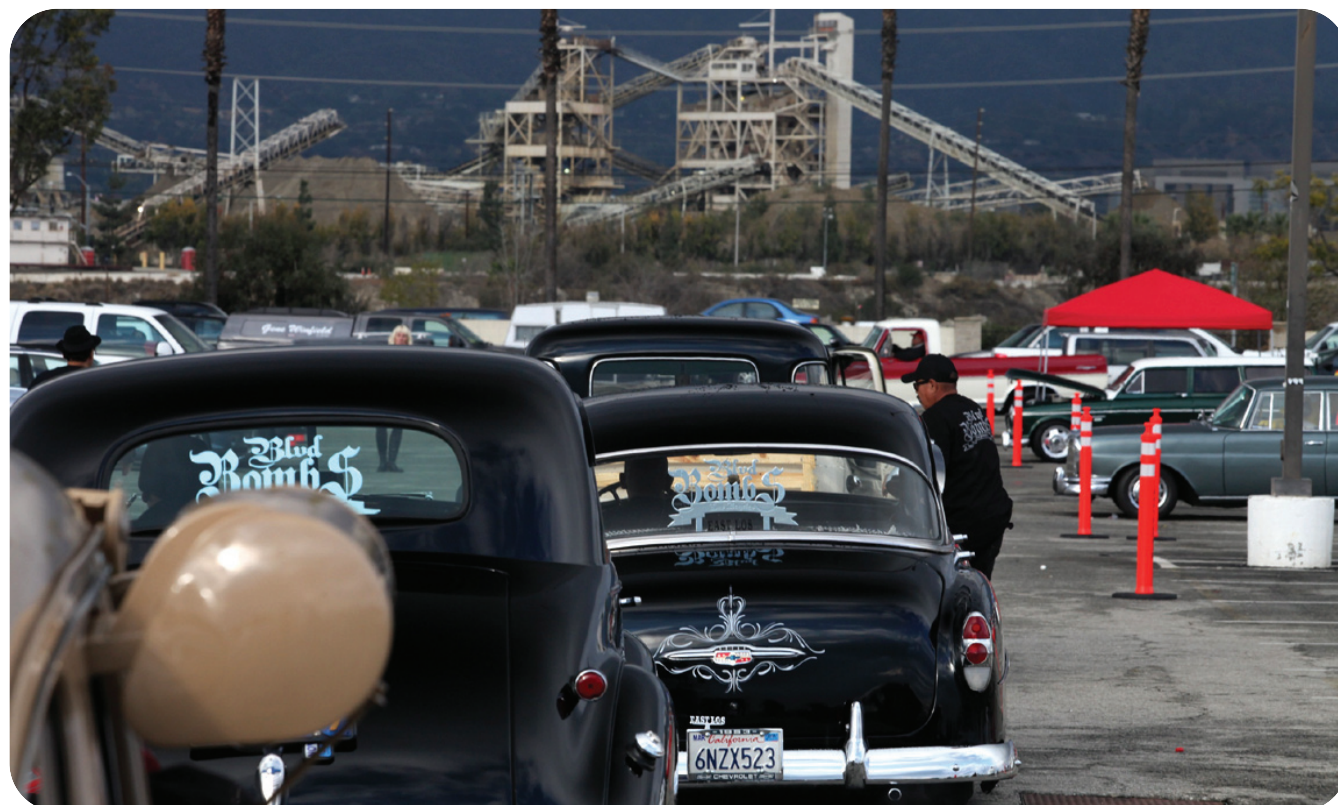
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Mooneyes Past

Doug Adams



The Mooneyes show is one not to be missed



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A2

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A2

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m1

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A2

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A1

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M2

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A1

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

Rimby Pro Mod Race

Don Macgowan

First race at Rimby for me this year and it was a good one. 14 Pro Mods on the property and the pits were full. We pulled in on Friday nite to some pretty wet pit's but they dried up and we had a pretty nice weekend, minus 1 shower on Saturday. Track conditions were perfect and as usual the starting line was very sticky, ask the few that walked outta their shoes...lol. Dean Bettenson reset the overall track record and won the WCPM race.....Thanks Rimby, nice to have fun when your racing, if you havn't, check it out!!



2020

JULY

JULY 4 & 5 CMDRA & BRACKET RACING
JULY 11 & 12 BRACKET RACING
JULY 18 & 19 MUD BOG HILL N' HOLE
JULY 24 & 25 OVAL TRACK
JULY 25 & 26 BRACKET RACING, FEAT. WCPM

AUGUST

AUGUST 8 & 9 BRACKET RACING
AUGUST 15 & 16 BRACKET RACING
AUGUST 21, 22 & 23 THE "COVID CUP" OVAL TRACK
 (PURSE AND PAY SCHEDULE TO BE DETERMINED)

SEPTEMBER

SEPT. 4 & 5 OVAL TRACK FINALE
SEPT 5 & 6 THUNDER IN THE VALLEY, TRIBUTE TO AL WILLIAMS
SEPT. 12 & 13 BRACKET RACING
SEPT. 19 & 20 MUD BOG HILL N' HOLE
SEPT. 26 & 27 BRACKET SEASON FINALE

Drag Racing Results for Race Beginning: July 25, 2020

PLACE	ENTRY #	DRIVER	CITY, STATE	YEAR	MAKE/MODEL	ET	MPH	DIAL-IN	Status
2 - SPORTSMAN									
WIN	X29	Shaun Hagan	Whitefish, AB	'05	Ford Mustang	10.108	69.73	10.02	
R/U	6634	Lorne Butwin		'71	Camaro	10.056	67.50	10.11	Red Light
SEMI	804	Gord Rhetz		'86	Jimmy				
SEMI	052	Tammy Boyes	Bluffton, AB	'77	Dodge Aspen				
3 - PRO									
WIN	A563	Allan Wanurky	Edmonton, AB	'78	Olds 442	6.523	104.62	6.53	Break Out
R/U	670	Raymond Peck	Sherwood Park, AB	'70	Dodge Dart	6.999	97.14	7.04	Break Out
SEMI	1428	Lawrence Derrick	Stettler, AB	'70	Pontiac Firebird				
SEMI	333	Dave Fookes	Ponoka, AB	'87	Chevrolet S-10				
4 - SUPER PRO									
WIN	713	Cliff Berid	Olds, AB	'64	Plymouth Belvedere	6.125	93.06	5.66	
R/U	R648	Dave Rutherford	Calgary, AB	'78	Ford Fairmont	10.037	55.68	5.97	
SEMI	6335	Lawrence Eaton	Didsbury, AB	'70	Dodge Challenger				
SEMI	431	John Green	Airdrie, AB	'00					
16 - X275									
WIN	6804	Daniel Rodrigue	Chilliwack, BC	'81	Chevrolet Malibu	5.478	135.88	0	
R/U	2002	James Hatfield		'00		9.964	49.98	0	
SEMI	M955	Mike Gajostik		'00					
SEMI	M984	Steve Skokin	Surrey, BC	'81	Ford Mustang				



*Event Winner in Pro Mod
 also reset the Track Record
 Congrats Dean Bettenson*

Bettensons Camaro reset the track record to 3.985

Rimby Pro Mod Race

Don Macgowan



Rimby Pro Mod Race

Don Macgowan



If you like to race and have a good time, Rimby is the place



Rimby Pro Mod Race

Don Macgowan



The Joker shoulda ran bracket's with three 4.27s in a row.



New Date

RED DEER SWAP MEET Sat June 20

WESTERNER PARK, RED DEER AB

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COVID-19 COVID-19 COVID-19 COVID-19

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CANCELLATIONS**

COVID-19 COVID-19 COVID-19 COVID-19 COVID-19

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Rimby Pro Mod Race

Don Macgowan



couple Medicine Hatters made the track...



Parts Bin

e-mail don@quick-times.com

New in box...ProComp Big Block Chevy aluminum heads(pair)...bare castings. See specs in attached photo. \$800.00 firm. Please contact Stew @ (403)227-3446 Mon-Fri 8:00-5:30

Edelbrock Tunnel ram (fully ported with 10% taper) Custom phenolic plenum spacers (two made but dynoed best with the single) Edelbrock 4500 flanged top plate (not the slanted top) HVC super sucker 1" spacers fully profiled, Dual 750cfm RQ Quick Fuel carbs with annular discharge (discontinued product) Aeromotive regulator, all Aeroquip fittings and lines, Tunnel ram linkage, Oil fill neck in manifold with fitting for vac gauge if running a vacuum pump. Custom 4" air filter (two air cleaner set ups available, they have different mount/bolt down styles. One hidden and the other is typical bolts thru the top lid) All parts add up to \$4600cad excluding the porting work which took 40hrs+ Dyno sheet was this tunnel ram setup on a 489ci BBC with 10.5:1 compression and AFR 300cc oval port heads. Solid roller camshaft for this combo is available for additional purchase.3500.00 Call/text 780-207-1294 A2

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 coil spring. 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 Black Converter - Turbo spline, 8" Spragless 5800-6000 stall behind 750 hp, TCS built. \$1300 new asking \$450 Call, text 403-888-9900 j2

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Manual valve body for 400 turbo (New) \$125, Dual remote oil filter base, no hoses, \$25, Used race harnesses, one blue, one black \$20 each, Mr Gasket Cool Can in very good condition \$50, Various carb spacers \$20 to \$30 each, Rebuilt torque converter for a 400 turbo \$50, 10 bolt posi diff from an S10 \$75, 15 inch Buick spoked wheel covers with locks in good condition \$100 for the set OBO, Dodge Challenger dual exhaust tips (like new) \$75 for the set Firm, 1961 Olds console mount vacuum gauge (in very nice condition) \$125 OBO, 1949-1952 Chev fender skirts \$120 OBO, 1952 Chev dash center section (in nice condition) \$75 OBO, All in Southeast Calgary - Call Don at 403-860-3683 A2

Complete GM 12 bolt diff assembly with ladder bars and wheelie bar was in electronics class 72' Vega big wheel car, 21 inch ladder bar spacing perfect size for drag car builds on Monza, Vega, Camaro, Acadian, Chevy 2 or Nova - Richman gear set with spool 5.14:1 gear ratio - Mark Williams high torque axles - 11 inch drum brakes - overall width drum face to drum face 40.5 inch Rims and slicks come with axle but are not useable, 1400\$ OBO call 780-901-4777 A2

Two speed powerglide carbon fibre scatter shield never used \$500, Set of Small block Chevy headers with vacuum packs \$200, Small block Chevy ceramic coated zoom tubes good shape with adaptor plates and stainless steel header bolts \$1000, Miscellaneous reusable fittings hose holders and brake pressure valves carburater stud kit and return springs, Moroso switch panel fused \$100 Radiator electric fan mounting kit \$20Text me phone number 250-627-9422 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
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

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NEW STUFF

The Effects of the COVID-19 Pandemic on New Products and Manufacturing
As the Covid-19 Pandemic matures, critical American, Chinese and European manufacturers are coming back on line and filling the supply line back up. Additionally, back orders are being handled in shorter and shorter time frames.
Why does this matter to you Quicktimer? Some parts will be in short supply as manufacturers get back up to speed and retailers' inventories return to normal. Take it easy on the local parts and warehouse folks - there are going to be back orders.
My advice - order it now so you are at the front of the line!

Kooks Headers

C8 Stainless Headers and Ultra Green Converters

Kooks is excited to announce the new 1-7/8" Super Street 304 Stainless Headers and Ultra-GREEN Catted OEM Connection pipes for the 2020 C8 Corvette!

This new combination was dyno-tested on a Z51 Equipped C8 and yielded 20+ hp and 26+ ft-lbs of torque to the tires. All of this on a Stock Tune with No Check Engine Light! *Results may vary*
 For more information on the New Kooks C8 Stainless Headers and other Kooks products, check them out at: <https://www.kooksheaders.com/> or call them at 1-866-586-KOOK. *Let them know Quick Times sent you!*



McLeod Racing & FTI Performance Converters
 McLeod Racing's Paul Lee Returns to Driving
 We enjoy a good news story, and this is a GREAT story! Paul Lee, owner of McLeod Racing and former driver of the McLeod Top Fuel Funny Car will be returning to driving duties after suffering a "widow-maker" heart attack a couple of years ago. Watch the complete story here:
www.youtube.com/watch?v=vnMDyw5_Rbg&feature=youtu.be
 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.



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.

To learn more go to: www.mcleodracing.com or contact us directly at: info@mcleodracing.com or 1 (714) 630-2764



NEW STUFF



Additionally, McLeod acquired FTI Performance, a leading manufacturer of performance transmissions, gearboxes and torque converters. FTI has established a strong customer base in the Southeast USA and continues to grow its list of winners and satisfied customers.

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Total Seal Piston Rings New Website Launch

also on facebook

This update comes through our friend Lake Speed Jr. at Total Seal. Log On to the new Total Seal Website today. You'll experience the latest ring technology in an easy-to-navigate, easy-to-use and easy-to-find site, packed with parts, links and videos to help you unlock Hidden Horsepower. **TotalSeal.com** Every ring is detailed. Desktop, Mobile and Tablet friendly too.

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Rimby Pro Mod Race

Don Macgowan





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



68 Camaro, 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 complete, call Dave 780-446-8533

A2

1979 Chevrolet Malibu. Clean rust free car. Solid frame. Fresh rebuilt 355ci small block Chevy motor with a freshly rebuilt 700r4 transmission. B&M shifter. Keystone mag wheels. New exhaust. Interior needs work. Asking \$12,000 obo in Vernon 250-308-8386

A2

1970 Oldsmobile Cutlass · Coupe · Driven 300 kilometers, Stroked big block olds, built turbo 400, Dana 60 diff. appraisal done in 2003 \$42000. Asking \$30000 obo. No trades. Located in Lloydminster. Sask plated. Contact 780-214-9656 for more information

A2



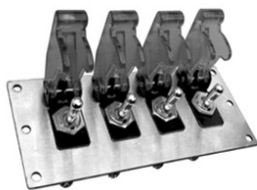
1990 s10 drag truck, 540BBC makes 815 on motor and is set up for nitrous, built professionally by Roger at custom automotive with dyno sheet available., Turbo 400 transmission, TCU brake and TCS converter., 4 link rear end with a ford 9 inch in it., Custom frame mods and roll cage bu stormy's street 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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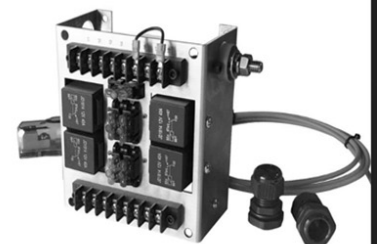
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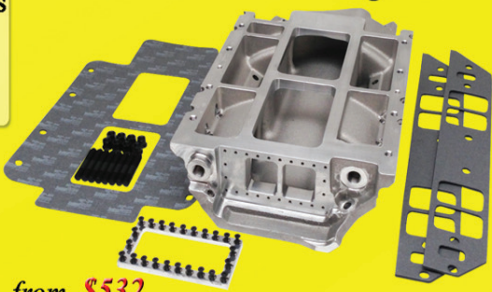
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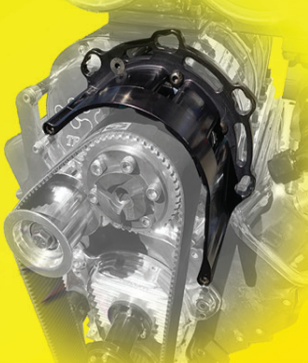
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- 7. Burst Panel 3pk SFI Approved \$ 65
- 8. Blower Setback Plate 2.25in \$239
- 9. Carb Plumbing Stainless-Steel \$189
- 10. Billet Blower Pulleys from \$ 77
- 11. Premium Gaskets from \$ 9
- 12. Carb Scoops w/ Filter..... from \$129



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2010 Camaro SS, 16,000 KM, next to mint condition, 6.2L 6 speed, with a few extra's Edelbrock Supercharged LS3 Snow performance meth injection RotoFab air intake Long tube stainless headers Corsa stainless exhaust Hurst short throw shifter McLeod dual disc clutch over 600RW Horsepower 560lbs torque at the wheels, 25K Contact Don 403.872.0250 A2



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, Tj intakes, MSD crank trigger, Pro1SV carb, Best Oil, Castrol RW past Castrol QR champ, great starter car, \$10K roller, \$20,000 complete or best offer. 780-203-9248 Dave. J2

REDUCED



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



1948 Anglia, ex race car body, solid, has both steel and new 'glass doors, steel and 'glass rear fenders, 1 piece 'glass front end and a 'glass trunk hatch....body only, this could make either a nice street rod or race car body...\$5350 obo Back half with 9 inch, 4 link available to purchase as well for extra...Don 403.872.0250

A2



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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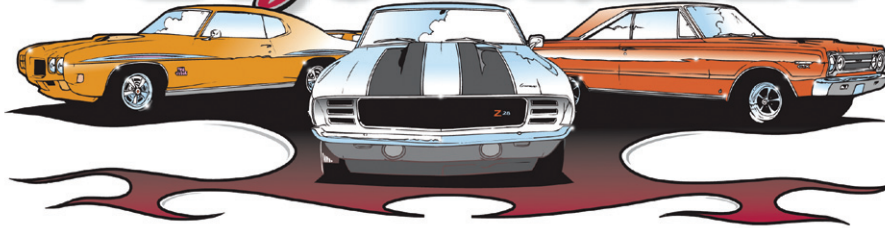


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77 Chevy, 540 with AFR 345 heads, quick fuel carb crank trigger oil accumulator has an IHRA cert for 7.50 expired 33x16x15 slicks ladder bar rear tubular front control arms with coil overs please call for more info 1-780-781-5456 J3

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

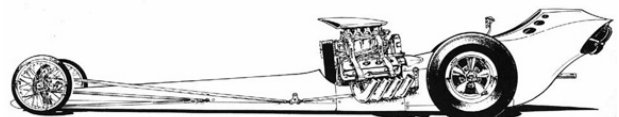
yet Set up for BBC with turbo 350 with a trans brake.
\$4600 CALL 403-815-3310 J3



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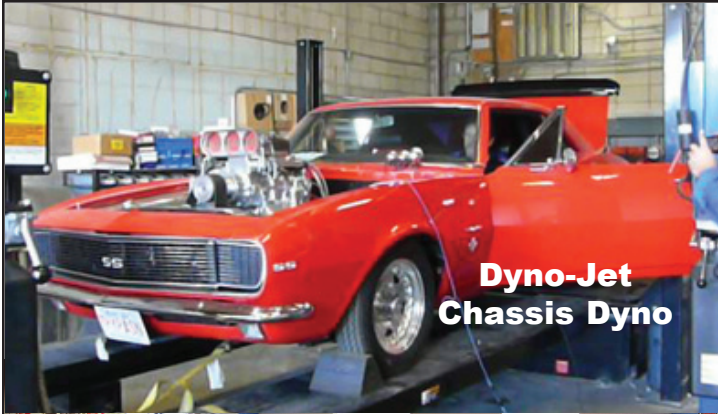
2002 Ford Mustang · Coupe · Driven 140,000 kilometres, Pro street drag race street legal Mustang legal 10.0 nhra-ihra car 351w/399 cid performance automatic C4 chrome Molly drive shaft ATI torque converter strange 8.8 UPR quail over suspension MSD ignition too much to list approximately 630hp most everything in this car is new. \$20.000 Call Russ 1-306-229-2695 J3



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1991 LS Powered NOS Sonoma. Short box, Street Strip, Pro Street, or daily driver. LS 5.3 L33 Aluminum block, mild comp cam, shorty headers, truck intake, Holley HP tuner, Zex NOS system, 25-125 jets, NOS heater with thermostat, 2 x 10lbs bottles, 700R4, 2200 lockup converter, B&M shifter, deep pan. 8.8 Ford rear trac loc posi, Ford Racing carbon fibre clutches, new bearings, new nest kit, 3.73 gears, Moser axles, G2 cover, Caltracks, single adjustable shocks, Centerline st wheels with gd rubber. (2 of)25-5 Hoosier frts, 26-11.50 Hoosier pro dots, 26-10.5 MT ET streets on 8 inch all weld draglites. Runs 7.50 on drag strip, 7.70 at airports, runs on pump gas, 100shot NOS. 2011 Cargo Mate Eliminator trailer. 24 foot, 92 inches clearance at the door, 5200lb axles, 30amp service, tool boxes, good rubber 2 spares, winch, generator, air comp, 2018 Coleman mini bike. Tools Call 587-457-7494



"M/S Roadster Chassis. 125" W/B. Expired NHRA cert. New front half. Equipped with spindles, rack, Willwood M/C and SB/BB motor plate. NO Diff. NO rims. Set up for 4LINK. \$3500.00 O.B.O. Please call Glenn at (306) 933 1206 OR TEXT ONLY at (306) 361 2974.

J1

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

Jetboat out of Pheonix, Arizona. The hull, motor, and interior have all been restores. Full stringers make it solid for high speeds. The motor is a 460 with a 549 Stroker Kit, giving it 600+ horsepower. Edelbrock Headers, Full rolled engine, MSD Ignition, Liquid Filled Auto Meter guages, 850 Demon carb, Solid Roller Cam, 700 ft pounds of tourque. American Turbine Jet with a 125 Dominator and Stainless Steel impellor. This boat has been GPS'd at 84 mph. (not for the faint of heart) Have a complete build book and all the Customs paperwork. It is a beautiful boat and lots of fun, but it was my late husband's and it is way to much for me to handle. Asking \$20,000. I am open to reasonable offers or trade for classic car of equal value. Contact me at 587-227-1616.

J3

1969 RS Z/28 PROJECT. GM-Documented "Real Deal" RS Z/28 car. \$20,000 spent on sheet metal replacement including G.M. NOS (Made in USA) full rear quarter panels. Selling as a roller. (I know where the original "numbers matching" born with DZ 302 engine is...and it can be purchased). REDUCED TO \$29,999 CAD as a ROLLER...Last plated in Sask. Call (306) 241-5476

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Selling 1956 Mercury M800 Cab Over. Sitting on a Chev 4500 motorhome chassis with 454 and automatic. Will sell with or without the chassis. Also have extra cab doors and other parts of someone is interested in them. Can negotiate a deal with all the extra parts. \$3500, Truck is located in Stony Plain, AB PM or call 780-968-5252 J1



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

I'm really glad that we made the switch to nitro in 2010. The Top Alcohol deal was getting to be real difficult and not satisfying at all. Car counts were down at the races in Edmonton, Calgary and Mission, and traveling to Seattle or other cities for a divisional or national event was futile, as the the touring pros were on a whole other level. While we were struggling to run low 5.80's the rest of the field were in the 50's; not a fair fight. We had even hired a crew chief back then to get us running quicker, but our stuff was too old so trying to run faster produced a lot of carnage. The Nitro deal was a new challenge. The learning curve was real steep though, and our team found different ways to make mistakes along the way. 2011 was a lot of fun though, we didn't know what we were doing, and very few wanted to give us any real advice. Or maybe we didn't want to listen? We were able to run 6.20's without hurting stuff, but we had a long ways to go to run with the other guys. We didn't know how to make power yet, so we did it all with gear ratio, which was obvious due to our lack of top end speed.

In our second year we ran The Rockabilly race in Vegas. The track was so good, we could put a lot of gear in it and had 95 percent nitro in it. We actually ran a 5.96 at that race without hurting it. That was a pretty good run by a rookie team in 2012, and we thought we knew what it was going to take to go even faster.

We had been running a very old style 671 blower that only made 21 pounds of boost. What we didn't realize at the time was that this blower was perfectly matched to the rest of our tune-up. It would run 5.90's all day without hurting stuff. We were convinced, however, that we needed a new blower. This may have been true, but it would end up creating havoc with the engine leading up to our spectacular fire in 2013. We were pushing harder and harder to run quick, and we didn't know what we were doing. Our cylinder heads were from the 70's. We had 2 sets of heads, we hurt one set at the Rocky Mountain Nationals, so put the other set on for Sunday. Obviously they didn't fit the same, as the valve train started self destructing in the burnout. By the time Nathan backed up to the starting line, it sounded wounded. None of us wanted to shut it off, we wanted to make the run. As he lit the stage bulb, black smoke was rolling out of the puke tank, and it was too late to do anything about it. The car launched 100 feet as the pushrods galled and bent, which closed the valves and hydrauliced the motor. The fireball consumed the entire cockpit and gave us quite the scare.

Immediately after that, we disposed of our 40 year old heads and my dad got a great deal on 3 sets of Alan Johnson's. They were all identical to each other and completely interchangeable. The only problem was that they are not made for the small blowers and fuel pumps of the nostalgia class,

but rather for the big boost, big fuel volume top fuel engines. We have had to compensate in other areas to make these work but it would be nice to afford the right stuff some day.

In 2014 our friend Tim Nemeth offered to get us on track. We had run some low sixes with the new blower but were still unable to run in the fives with any consistency. His combination ran well right away with easy 6.0's and no damage. One of the most exciting moments was when we ran a 5.88 against the War Horse at the Good Guys race in Seattle. It was our quickest run ever, and was followed up by a number of 5.80's in Mission, Edmonton and Bakersfield. Tim's setup taught us a lot, but again we were still struggling to get to the next level.

It is real difficult to race against legends of the sport, guys with 30, 40 and 50 years of nitro experience. I am sure some still view us as rookies, maybe we don't belong here, but it sure feels good when we occasionally make a competitive run, or beat one of the guys. Our challenge is to do this more often and to become a consistent threat. We have already tried a bunch of stuff that doesn't work; I hope one day that we find a 5.60 combination that is sustainable.

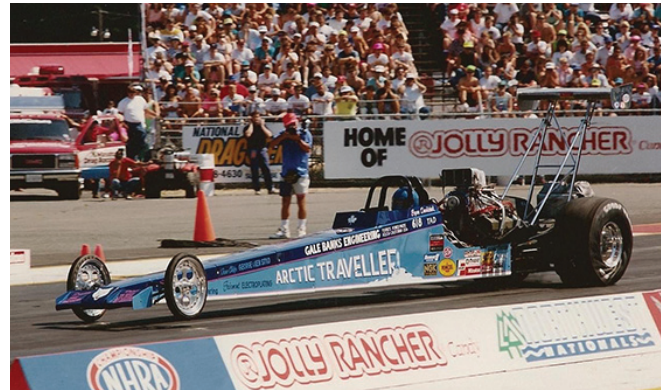
I was so excited for this season. The resurrection of the Arctic Traveller is very close to my heart, and we really did this because we thought we could do it justice. The alcohol dragster with the same name dominated racing in the north-west in the mid 80's, and we are hoping to gain a semblance of that performance with the brand new Arctic Traveller nitro funny car. The state of the art chassis was built by Grant Downing. Donnie Reeves built the spectacular '65 Mustang body with Kebin Kinsley lending a hand on the full size side skirts. The body will be a full 100 pounds lighter than our old Arrow; it will be interesting to see what we can do at legal weight. Our team has revamped the fuel system and engine combination based on our successes and mistakes made in our first 8 years in the class. Pay close attention to some of the custom features of the car. I am proud to be running a billet aluminum transmission housing that I designed and fabricated myself. Also a reverser cable system that I think should be mandated in every funny car as it removes the solid lever from the equation, eliminating the rotational thrashing that the lever imparts to the drivers legs when the magnesium housing breaks. This is the main reason I made the billet housing, to prevent the failures, but the majority of transmission housings out there are still cast magnesium, porous and brittle.

Many thanks to our friend Jake Sanders for the awesome new car, to Norm Kolwich for the great deal on the new body, and to Cami Beck, Dave Schwartz, our sponsors and fans who put together the funds to put together an even better car than we had before. This was after Nathan's scary crash in

Spokane at the end of 2017. Another mistake that we will do our best not to repeat.

It was kinda scary last October watching numerous bodies being launched a hundred feet into the sky in Bakersfield. I know that is a risk with nitro funny cars, but we have spent so much time on the '65 Mustang that the thought of it being shredded in an instant terrifies me. Of course we could back the nitro off so blowups aren't likely to happen, but I think all of us agree that we are in this to go faster. Otherwise, what's the point? We have done some careful testing, which led to a great 5.84 at 4600 feet in Spokane. Now we just have to take that data, find room for improvement, and turn it into a consistent racer.

One of the cool things about the nostalgia nitro cars is that they have a 2 speed transmission, just like they did in the 70's. The 2 speed is actually compulsory as per the NHRA rule book, but is also necessary. Direct drive became necessary for the big show cars in the 90's because they needed the extra load to burn the exorbitant amount of fuel required to build 10,000 horsepower. The nostalgia cars make less than 4000 hp. The mandated 671 blowers put out half the boost of the new 1471's that the big show cars use and our fuel pumps flow about 20 percent of the gargantuan 100 or so gallons per minute that the top fuel cars run. Thus, we need a bit of a boost off the starting line, the car would be a slug with direct drive.



continued on page 46



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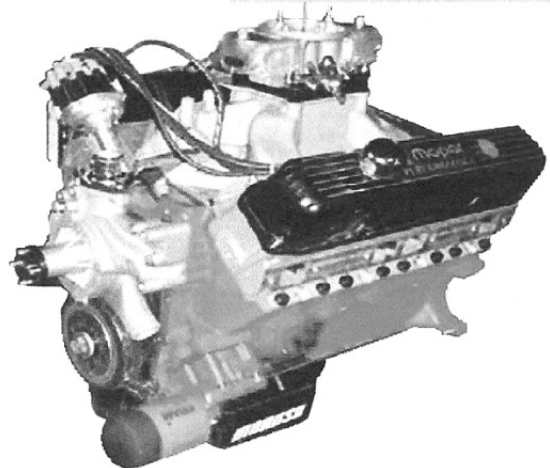
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a2

1964 Pontiac Beaumont custom · Coupe · Driven 12,345 kilometers Plans didn't work out and I have to sell my 1964 Beaumont custom coupe. I have new lower quarter panels to be installed and lower front fender patch panels. Floors and trunk are solid. Have all chrome, and extra front fenders.\$2500 780-974-1139

J3

55-59 truck doors \$200/ea 57 chev hood \$250 55-57 car doors \$200/ea Pontiac trunk lid \$150, 55 chev dash \$200 57 driver fender \$100 CALL 780-812-1676

J3

1968 Chevelle front bumper. Great shape. Not perfect but good. \$150 306-280-4839

J3

Random Mustang/Ford Parts, Cars etc.-71-73 Mustang Coupe Genuine Ford NOS RH Quarter Panel. VERY RARE. PN# D1ZZ-6527840-A, Still has Ford part ID decal. \$1350 - Complete Ford 9" w/lightweight spool & Ford 3.50 gears. 31 Spline. \$380 -Complete 5.0L out of a 85 Mustang. Factory roller cam etc. Runs but needs a rebuild. Has excessive blow by. \$200 -17" Wheels & Tires off a new edge mustang. Will fit 5 lug fox, SN95, New Edge etc. Two tires are like new... two need to be replaced. Two wheels have a bit of curb rash. \$550 -Rebuilt C4 Trans. Stock components with a TransGo shift kit. Works great... maybe 300km since rebuild. \$580 -C6 Trans. (Baby C6, harder to find) Fits 302, Windsor, Cleavland) Rebuilt aprox 15k ago. \$420 -GM 2spd powerglide. Complete. Not sure if it works. Will consider it a core. \$100 -BBF 460 Eagle Forged H-Beam Rods. Brand New in box. Factory length & dimensions. \$520 -BBF 460 Ford Motorsport 4.3 Stroke Cast Crank. Brand New. \$300 -351C 2V heads. Bare. Hot tanked & magna-fluxed. Rocker arm stands machined to accept adj. r/arms & 7/16 studs. \$500 -Eaton Tru-Trac for Dana 44. PN#913A592 30 spine. Fits 3.92 gear & numerically higher. Brand New. \$650 -Factory GM 10 bolt limited slip. \$120 1985 Mustang GT. T-Top Car. No engine or trans. Still some useable parts on it. \$300 -4" Aluminum Driveshaft. 1350 Joints. 45.5" length. Rated for 700hp. Had in a fox body with a Tremec TKO & 9". \$175 -Factory 5.0L Fox Body headers. \$40 -Aftermarket 5.0L headers for F-150. \$50 Call or text (780)573-8951

J2

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olds, 2806900 / 2843992. Asking \$400 obo., 1970 383 4 barrel intake, 2951666. Asking \$125 obo., 1971 Carter AVS 625 cfm 440 carb, A5 4966S. Asking \$50 obo. 1969 440 4 barrel intake, 2806178, 1-24-69. Asking \$125 obo. 1969 Holley 650 cfm 440 carb, 3918-1, 1-4-69. Was working good when motor pulled 2 years ago. Asking \$60 obo., 1968 440 4 barrel intake, 2806178, 12-11-67. Asking \$125 obo., 1968 Holley 650 cfm 440 carb, 3918. Asking \$50 obo., 1974 440 4 barrel intake, Asking \$25 obo., 1977 Carter TQ 850 cfm 400 carb, 9077S. Asking \$25 obo., 1978 400 727 transmission with torque converter, PK 4028824. Asking \$250 obo, 1971 440 727 transmission, PK 3515847. Asking \$300 obo., 1971-72 B-body, 1970-72 E-body transmission cross member. Asking \$25 obo, Holley 80180 850 cfm vacuum secondary carb. Rebuilt with 110 needle / seat, 4.5 power valve, 40 nozzle, 78 primary jets, 82 secondary jets. Ready run. Asking \$350 obo.(fuel line, gauge, air cleaner rod, carb spacer, carb studs and intake manifold NOT included), Holley 1850 600 cfm carb. \$25 obo, Call or text 1-403-845-9209. M2

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2011 Cargo Mate Eliminator trailer. 24 foot, 92 inches clearance at the door, 5200lb axles, 30amp service, tool boxes, good rubber 2 spares, winch, generator, air comp, 2018 Coleman mini bike. Tools 16, 000 Call 587-457-7494



1991 Freightliner FLD120 Detroit Diesel Series 60 11.1L 350 HP DDECIII Inframe done at 16,000 Miles does not leak 10 Brand new 22.5 tires on truck New front air bags and brake pots Brakes all new New Volvo seats with back cycler and Heated Seat Double Din Touchscreen Bluetooth A/C Front and Rear Bunk New Bunk Matress 50 Ft Stacker Trailer with living quarters New fifth wheel assembly 3x 7,000 axles with electric brakes Thermoking A/C and Heat ducted through entire trailer 6 Brand New tires 6 Brand New brake backing plates 12 V / 120V electrical system Double Din stereo with 4 Yamaha speakers Computer included with monitor for tuning between rounds Wash sink in garage Air compressor Storage cabinets Roof completely resealed properly No lift in rear will need to

be installed Trailer needs a little TLC roof and windows leaked before i purchased it, so that will need to be addressed. Although the roof has been completely resealed now. Shower and Toilet need to be plumbed into a drain tank. Ive done alot of work to this but I'm downsizing . This is turn key to go racing as is. Awesome rig runs amazing drives great. Full tanks come get it while its still here. Fit ur car, a cart and a couple jrs in this thing no problem. Tools not included. 45,000 OBO Now lowballers or trades valued any less than asking price. Located by Grande Prairie AB call780-380-8644

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J1



2008 48' Pace trailer 24' living quarters. queen bed, H/C water system, A/C, 32" TV, lots of cupboard space, laminate flooring front & rear,escape hatch over bed, cabinets in garage, E track, lights & plugs in rear, All new 10 ply tires & battery. Asking \$30k. Call 780-616-5917

A12

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Scattered Storie's....

Ken Sitko

When we first got into nitro, I thought it would be a low rpm deal. Never did I think we would be shifting and going through the eyes at close to 10,000 rpm, but that has become the norm for 5 years now. The correct camshaft, fuel percentage, fuel distribution, gearing and ignition is necessary to pull off those kinds of rpms. I would rather run a low rpm deal, but so far I don't know how to make that go fast.

At the beginning, A lot of people told me not to run this like an alcohol car, they are not the same. As I get deeper into the nitro world, however, they are more alike than not. I have found wheel speed to be crucial, rpms should be kept as high as the engine permits to keep the momentum up. The higher rpm also keeps the fuel pump speed up, which keeps the pistons cooler and less likely to burn or detonate. One of the differences between the two is that the nitro car uses a centrifugal clutch, so it leaves at an idle. We tried a pedal clutch for a few years, mostly to gain some reaction time advantage, but we found the performance was better with the glide. My boys Troy and Nathan are great at the tree anyway, even when leaving at an idle, so the spring clutch really wasn't necessary. The other difference is the fuel itself, nitro vs methanol. Nitro burns very slow, so more timing is used to burn it completely. You need a lot more fuel as well, and it detonates a lot easier. I tune the engine by adding more nitro percentage, the higher the nitro the leaner the mix will be. This is akin to putting a bigger main jet in an alcohol car, it leans it out. By the way, the flames that are so cool to watch at night time, are due to a high percentage of nitro.

You will notice that the guys that run lower percentages have little or no fire out of the pipes.

I find that one of the hardest things to do is to get the nitro to launch properly for the first 60 to 100 feet. Tires shake often occurs, mostly due to sticking the tire too hard to the track surface. Over the last few years, we have had significant success with this however due to invaluable help from Jeff Johnsen, who was formerly Hugh Ridley's crew chief. He stressed the importance of making the wheelie bar height part of the equation, along with gear ratio, clutch weight, and of course power level. It is a constant battle to keep the wheel speed up so the tire doesn't try to run over itself, especially on really tight race tracks. An easy solution is to take a bunch of counterweight off, which we have done, but nitro burns way better under load, so we are always working with that balance too.

With Covid this year we have been completely shut down. It was looking like we might get a few dates in Spokane and Edmonton, but that is not going to happen now. I was still hoping for the CHRR in October, but even if they do run the event, our borders will likely be closed still. I guess we will have to be satisfied with firing the car at our sponsors BBQ's for now, and hope that all this craziness is over by 2021.

Kenny



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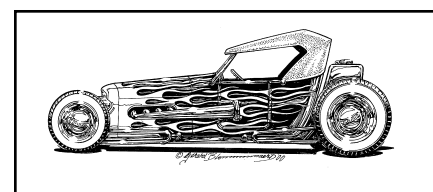
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