

QUICK TIMES

25th
ANNIVERSARY



SPECIAL
ONLINE
VERSION

SEPTEMBER 2020

Volume 26, Issue 9



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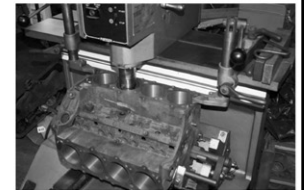
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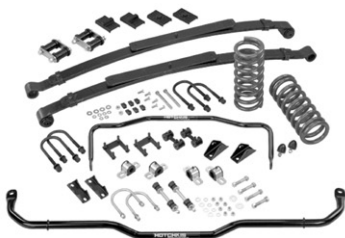
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Out & About

Bill Robertson

Some folks would say that a 25th year is a badge of honour, in the immortal words of Mel Brooks we say "We don't need no stinking badges!"

Seriously though this is a pretty amazing milestone considering how it all started ...

I categorize history in two ways; BIG history and little history. BIG history is usually based around a monumental event that is recorded for all to revisit into posterity. It was usually written down after being scrutinized for correctness and then remained unchanged. Today it is more often captured in some form(s) of media and recently may be altered dependant on the inputs of the current custodians. Small history, like that of Quick-Times; is in our heads and not captured. It is still live and evolving in our memories. If you asked six people who were around when Quick-Times started to recite its humble beginnings, they would all be somewhat different with some common themes.

This is my version...

Back in the early 90's I was working for a warehouse distributor called Dix Performance (Burnaby & Edmonton) and back then it and the Cal Van Stores were owned and operated by the Frasier Family of Vancouver B.C. The would-be Editor/Founder of Quick-Times Magazine; Don MacGowan, worked at Unlimited Performance with Andy Scheu (owned at this time by the Withell Bros, of Parts Unlimited in Calgary). DIX customers.

The economy was pretty flat then and everyone was working hard to get everything they could. Don hatched an idea to allow customers to consign their used speed equipment at the store for a small fee and the reward for the store was the proceeds would be used to buy new speed parts - it worked well. To help speed things along Don made a list of the inventory and started to copy/ fax it to other shops that would have an interest or customers who might have an interest in the used parts. DIX entered the picture when Don called and asked us to fax the list out to our customer list.

Everyone waited for the next edition of Quick -Times and folks jockeyed to be the first to get it. Distribution happened through DIX and speed emporiums everywhere. I remember Jack, Shaun, Jay, Lorne, Ashley and I all working with Quick Times chores from time to time. It got support because it worked and was fun.

And so it was born - the means to bring buyers and sellers together... then came swap meets, event coverage, advertisers and so it has gone. I remember Quick Times Swap Meets with bands and fashion shows... Don just kept at it, trying to find ways that drew more buyers and sellers. Long time readers know and appreciate Don's ability to market with



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memorable turns of phrase.

Today print is a real niche place, Jim Bell owns DIX and has continued to distribute the magazine for a couple of decades. Andy Scheu owns Unlimited Performance and the band plays on...

Quick Times had its most popular columnist, Catfish from Mopac, we enjoy great history pieces from Kenny Sitko, event coverage from many including Doug Adams, Dyan Lover, Moe Putney and so on and so on... at least that the way I remember it...

Looking forward, Don took Quick-Times first online (www.quick-times.com) where the COVID friendly "Digital Editons" now reside, then Facebook (<https://www.facebook.com/dragsnearyou>) and most recently to Facebook Marketplace <https://www.facebook.com/groups/1812090095740455>

Quick-Times Facebook entities have more followers than most of the big brands it has advertised or promoted through New Product Releases. It has survived COVID and will continue to write its own story in our hearts and minds. Congratulations Don! You optimize conviction, perseverance and co-operation!

Bill

SCALED DOWN

Doug Adams

Greetings Quick-Timers, I'm back at the ranch after a few day trips to try and scrounge-up something new to bring to you! You know the old saying, when the world gives you lemons, you make lemonade! Well, lets just say after making lemonade since March, I have enough to fill a swimming pool.

Earlier in the week I started to map out several things that I wanted to go and check-out, good or bad I was going to make an attempt to go to The Pismo donut shop get together on Saturday morning and then the Orcutt donut shop gathering on Sunday morning. Along the way I spotted a post on social media advertising a cruise night in Arroyo Grande at a local micro-brewery. This sounded like fun because there was going to be food and some really good adult beverages. My only regret was that both events were on Saturday, close to each other distance wise but about nine hours apart time wise. Since our glorious governor still has the state locked-down the chances of first, convincing my wife to go with me and second, the chances of going someplace to enjoy the day were pretty slim.

I didn't make contact with any friends about tagging along. I just let everything coast into the weekend, basically figuring it out on the fly.

As it turns out I really didn't have to think long and hard to make any decisions because Mother Nature took care of that. On Thursday morning the sky looked very ominous as I left for work. As I drove closer to the coast I could see streaks of lightning and hear serious rumbles of thunder. Apparently we were getting the tail end of a hurricane that was moving through the Baja Mexico. Throughout the day Thursday we continued to have thunder and lightning and heavy rain.

When Friday rolled around it was clear, hot and humid. We reached one hundred degree temps with the humidity in the 50% range. This is unheard of weather for around here but at least the skies cleared-up. Saturday morning started with a huge thunder clap that rang in the morning, at around 6am and from there on out it was game on!

Thunder, lightning, rain and wind. Before my day got started it was pretty much over. At about 9am we lost power and it didn't come back on until 5pm.

With the decision being made for me I went to my back-up plan, cruise night at the brewery. The storm blew through and by 1pm it was again, hot and humid but, the sky was clear. I sent my buddy Larry a text to see if he wanted to join me for cruise night, he did and we headed out around 5pm.

The cruise night was to be from 6-8 so there was plenty of time to get there, see the cars and get some refreshments. The getting there and refreshment part happened but, unfortunately, the cars didn't. I think a total of about six cars rolled through with only 5 stopping...cruise night was a bust!

I still had an Ace up my sleeve and new that the Orcutt donut shop gathering was going to happen Sunday morning.

All I prayed for was about 20 photos for my story, just something to show for the effort. But yet again, the Orcutt show too was a bust. When I got there at 8am there was one car in the lot. I just took in a deep breath and exhaled a heavy sigh!

I made my way back to the freeway and entered heading north, to Atascadero. I was off to Harvest Way, home of the 805 Street Outlaws. There was a big list no prep race going off on Sunday morning, if you can believe that!

I set my GPS and went on my way. When I reached Harvest way there were two rusty old gates, locked, with chains through them.....here we go again! I drove around for a little bit and found some young guy walking along the road. I asked him if he knew how to get to Harvest Way. He told me that he was new to the area but gave me some vague directions that actually panned out. When I got to the other end of Harvest, there were the tents and cars and drivers.

I don't know how long I can keep this up but, this wasn't an actual Street Outlaws race it was a Radio

SCALED DOWN

Doug Adams



Controlled Street Outlaw race. Now, I know this really isn't the type of things that is typically covered on the pages of Quick-Times but, desperate time call for desperate measures. Plus, it is drag racing. I guess when times get really bad I can go to an old folks home and try to organize a Zippy Cart drag race but, for now lets see what these guys have.

I've been checking out these R/C drag guys for about a month and as in any type of racing that involves 4 wheels and a motor, these guys are serious. There are many pages on Facebook from people and groups across the country that hold No Prep Radio Controlled events.

Just like the guys that race on TV, there are rules specific to all aspects of the racing. They run list call-outs, new guys have to race their way up for a chance at the list and when its all said and done they have grudge races. The limiting factors are the type of basic car you start with, the body, tires and the battery size and voltage. The rest is up to the driver, keep it in straight and get to the finish line first. It was a fun time and I hope to return, maybe as a participant!

Well gang that's about it from here. I'll keep digging and hopefully get back on track sooner than later. Until then be kind to each other and enjoy the photos.

Doug



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It was a fun time and I hope to return, maybe as a participant!



Nightfire Nationals

The 2020 Nightfire Nationals NHRA Heritage Series event at Firebird Raceway was only the second Heritage race, thanks to cancellations due to Covid-19. The virus border restrictions prevented Canadian Series regulars Ryan Hodgson, Tim Boychuk and Tim Nemeth from competing as they usually do, however eleven of the best western United States nitro funny cars made the trek to Boise with six top fuelers and eight AA/Fuel Altered.

Funny car qualifying for the 8-car nitro field set a record 5.794 bump spot by Jerry Espeseth in the Atlas Testing Camaro, tuned by Jason Rupert and Brad Littlefield, the qualifying was close. Billy Morris in Eddie Knox's "Problem Child" Camaro set Low Elapsed Time of 5.697, taking the #1 slot from Michael Peck's 5.968 ET during Saturday's final session.

It was awesome, with career best runs all through the field. Ultimately Sunday's final round came down to 2019 UNFC and NHRA Heritage Series Champion Bobby Cottrell, in the big green Bardahl "Northwest Hitter" Camaro, owned by Bucky Austin and Mike O'Brien, meeting Jerry Espeseth's Camaro, formerly driven by Jason Rupert. At the green, Cottrell left the line first and never looked back, taking the Nightfire Nationals funny car eliminator crown with his 5.690 to Espeseth's 5.813. On that run, Cottrell set top speed of the event at 257.28, with Cottrell picking up a \$500 cash bonus, courtesy of NitroReports.com.

In top fuel, Californian nitro veteran Jim Murphy and his WW2 dragster led the field going into eliminations. Murphy faced Tyler Hilton in the traditional looking Chevy-powered family dragster, "Great Expectations". Murphy almost lost it on the starting line with a sleepy .228 light trailing Hilton at halftrack. Murphy went on to take the win, running a5.778, 230.21mph covering Hilton's5.997, 242.32 effort. Number five qualifier Dusty Green, driving Steve Harwood's Nitro Hemi dragster met number two qualifier Brett Williamson in Mike Fullers "'Forever Young" dragster. Green left the line first, but Williamson broke a burst panel slowing to 6.145 at 164.71 mph giving Green the victory with a 6.073 at 237.50 mph. In the last pair of dragsters, Pete Wittenberg, who won the Good Vibrations March Meet, met Bryan Hall's "Nomad" dragster. Hall's5.908 at 248.66mph defeated Wittenberg, who smoked the slicks to a lackluster12.384 pass. The final round in top fuel brought Green and Murphy together. Murphy was on his game with a .014reaction time as Green recorded .079. However, Murphy smoked the tires.

He slowed to 7.692 to Green's 5.831 at 241.15 mph with Green taking his first event win as a driver in a dragster that's had visited the Firebird winner's circle three times when it was owned and driven by the late Jack Harris from Utah.

AA/Fuel Altered was limited to four cars running on a 6.0 index. The top four qualifiers were Tom Padilla, Jason Pettit, Dan Hix and Randy Bradford's traditional Fiat.

In the final, veteran Tom Padilla met Jason Pettit in his "Hellfire II" altered. Pettit had starting line problems giving the single and victory to Padilla's solid 6.193 at 223.47mph.

Despite limitations set by local Health Departments for COVID-19, faithful Idaho nitro fans were treated to some of the best in drag racing, probably the only nitro racing to appear in Idaho this year. The Nightfire Nationals at Firebird were exceptional. Photos by Darr Hawthorne and Kim Fuller

Every month Donnie Couch and Darr Hawthorne interview the awesome drivers, crew chiefs and track operators to the fans of nitro drag racing and motor-sports - From the Good Vibrations Studios at the West Coast Funny Car Factory, Nitro Reports delivers the latest news and personalities in nitro drag racing, we talk like we're sitting in the pits sharing a beer and BS. Available anytime at NitroReports.com, YouTube or on Facebook LIVE. Check it out....



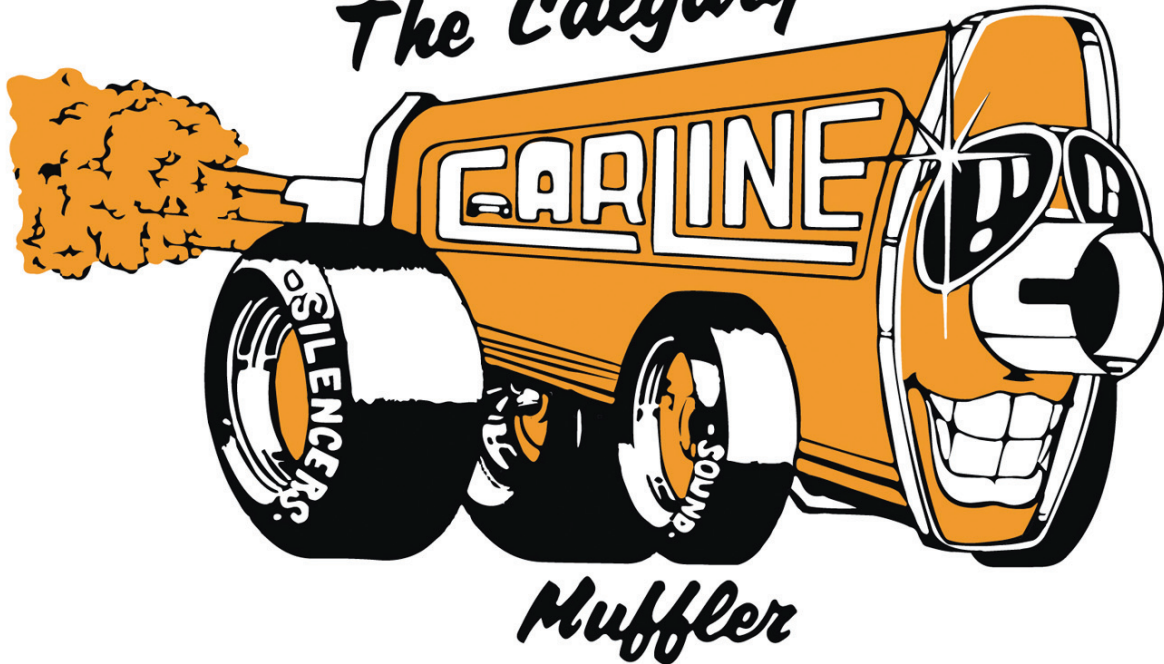
Nightfire Nationals



Kim Fuller Nightfire 2020



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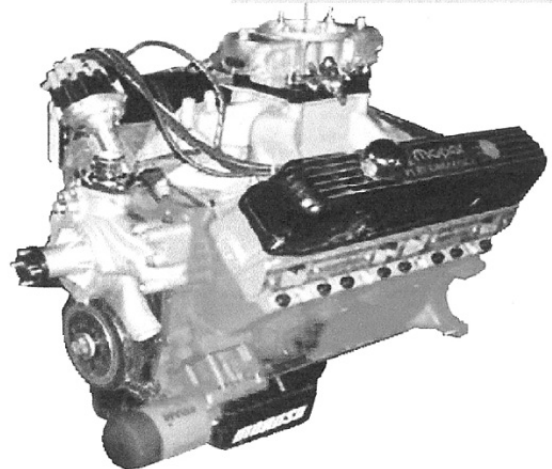
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Nightfire Nationals



Photos by Darr Hawthorne and Kim Fuller



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J2

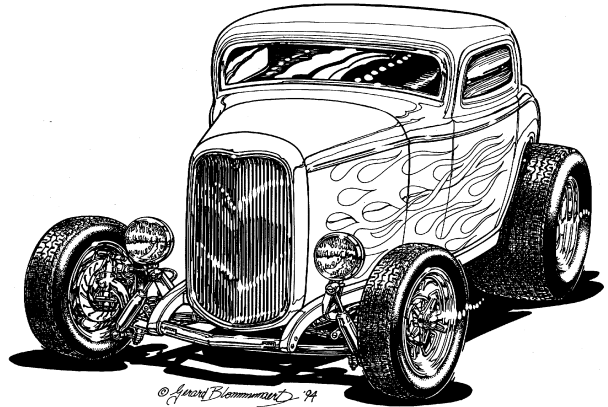
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J1

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Stroud 430 spring launchers, new never used only mounted on car, pink in color. 900/each call 780-690-5416 S1

SBC Brodix 18 degree aluminum heads with Manley stainless steel severe duty valves. Came off a Gaerte engine. Spread exhaust ports, extensive porting work, no springs or retainers. Also includes a pair of valve covers and ARP studs reduced to \$1200 CAD or consider trade on 23 degree aluminum heads. for Perfect for a 360 or 410 SBC. Phone calls only 780-729-1252

Set of Dart 227 cnc heads. Need to be resurfaced and a valve replaced. Set up for solid roller cam. Comp cams 954 springs. 2.08-1.60 valves. 1.6 comp cams magnum roller rockers 7/16 stud. \$200.00 Howard's nitrous solid roller cam with lunati pop-up solid roller lifters. \$400.00 Can make a package deal for \$1300.00 Was quoted \$400.00 to resurface heads and replace the valve. Call or text - 587 281 0334 A2

Aluminum breather tank, no filter: \$20 Moroso billet thermostat housing (SBC/BBC): \$50 Pro Works black billet filler cap C73-705: \$60 RJ/Quartermax Gas Pedal: \$20 Lamb 1.625" hats and rotors, 4.5 and 4.75 BC: \$100 Billet bottle bracket: \$20 Various pulleys, geared and v: \$10/ea. 13" lightweight steering wheel (Grant bolt pattern): \$150 Aeromotive SS Fuel Pump (used): \$175 7" 250# springs: \$50 SBC 842 roller lifters: \$200 CO2 bottle and bracket: \$60 Plastic puke

tank: \$20 Button brackets for Grant steering wheel: \$10/ea. CSR BBC starter: \$150 9" TCI chevy converter, glide spline: \$400 call 780-232-5403 J3

Selling x2 chromoly driveshafts with billet end yokes and billet trans yoke. 1350 joints, they measure 39 3/4 inches centre to centre on u joints. Yoke is a mark williams #39004 turbo 400 32 spline, 1000, call 403-807-2647 J3

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BBC cam specs in picture, normal wear. -\$75, 2 sets of GRP 5500 pro series aluminum rods for a BBC, 90 passes on each set 2.325 journal, .990 pin diameter, 1.100 pin width and 6.325 long-\$300 a set or \$500 for both Front struts springs hyper coil, 200 psi (used) \$30. 300 psi (new) \$50 for pair, Profox 3.2a/5 pants Large worn twice-\$75 16an water neck-\$30 (2) reversion plates, aluminum for 4500 carb----\$75 ISP head supports, came off a 2001 undercover. Fits 1" helmet bars-\$275 Sheet metal manifold fits BBC 10.200 deck with 18 degree big duke heads. Comes with extra single four top-\$500 CALL (204)878-4186 J2



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PORTA TREE TIMING SYSTEMS

Drag Racing Results for Race Beginning: July 18, 2020

PLACE	ENTRY #	DRIVER	CITY, STATE	YEAR MAKE/MODEL	ET	MPH	DIAL-IN	Status
1 - SUPER PRO								
WIN	- 6971	MCKENNA BOLD	RED DEER, AB	'08 MULLIS DRAGSTER	7.516	177.76	7.50	
RU	- 6906	TODD FLECK	MEDICINE HAT, AB	'18 AMERICAN CHROME W/DRAGSTER	7.19			
SEMI	- 6998	MARON STENKEY	MEDICINE HAT, AB	'10 TNT				
SEMI	- 6130	DAVE SENKO	LEDUC COUNTY, AB	'88 TNT RED				
2 - PRO								
WIN	- 1511	RICH HARDER	SASKATOON, SK	'88 CHEV S10	10.438	120.17	10.39	
RU	- 404X	MONTY BEAGLE	HIGH RIVER, AB	'09 FORD COUPE	9.379	141.38	9.30	
SEMI	- 1X17	RANDY KOOP	SWIFT CURRENT, AB	'75 CHEV CAMARO				
SEMI	- BYE							
3 - SPORTSMAN								
WIN	- 6221	RYAN VALK	MEDICINE HAT, AB	'88 BMW	13.608	104.05	13.55	
RU	- 614	TEAGAN THORPE	MEDICINE HAT, AB	'83 CAMARO Z28	18.804	62.22	15.66	Red Lg
SEMI	- 6150	MASON BELL	BASSANO, AB	'15 FORD CROWN VIC				
SEMI	- 6934	LORREN BUZUNIS	AIRDRIE, AB	'71 CAMARO SS				
4 - MOTORCYCLES & SLEDS								
WIN	- 687	DAVE TOTH	MEDICINE HAT, AB	'89 KAWASAKI ZX10	8.745	148.31	8.71	
RU	- 638	STEVE CAMPBELL	AIRDRIE, AB	'89 SUZUKI KATANA	8.765	131.59	8.68	
SEMI	- 988	ADAM HETTLER	CALGARY, AB	'07 SUZUKI HAYABUSA				
SEMI	- BYE							
8 - SUPER COMP								
WIN	- W865	RICK 'THE ACE' WAGENAR	BRIDCLIFF, AB	'13 YANICER	9.093	170.09	9.10	
RU	- 6010	GRANT DURIE	VEGREVILLE, AB	'18 SRE	9.121	172.82	9.10	Red Lg
SEMI	- 6019	LEN MAYER	VEGREVILLE, AB	'06 CAMERON RED				
SEMI	- BYE							
9 - SUPER GAS								
WIN	- 5415	BILL CAWSEY	REGINA, SK	'70 FORD MUSTANG	10.181	154.83	10.10	
RU	- 8173	KEN MOSTOVICH	CALGARY, AB	'18 FORD PROBE	10.130	133.48	10.10	
SEMI	- 6211	DAVE STOBBE	KAMLOOPS, BC	'83 CORVETTE ROADSTER				
SEMI	- BYE							
10 - SUPER STREET								
WIN	- 5312	DARREN PEARCE	BRANDON, MB	'87 MERCURY TRUCK	11.127	124.41	11.10	
RU	- 6588	JASON KENDEL	BROOKS, AB	'86 FORD THUNDERBIRD	11.120	140.89	11.10	
SEMI	- 5416	SANDY CAWSEY	REGINA, SK	'70 FORD FAIRLANE				
SEMI	- BYE							
13 - ST/SST/COMBO								
WIN	- 5482	SHELDON ERFILE	SASKATOON, SK	'82 CHEV OLDSMOBILE	10.291	121.82	10.23	
RU	- 6254	DARCY CLARKE	SPRUCE GROVE, AB	'84 PLYMOUTH FURY	9.711	136.74	9.71	
SEMI	- 6001	NORMAN LAPOINTE	SHERWOOD PARK, AB	'00 CHEV CAMARO				
SEMI	- 6107	CODY GRAVES	EDMONTON, AB	'88 PONTIAC GRANDAM				
15 - TOP DRAG/TOP SPORTS								
WIN	- 6612	SHAWN LACHAMBRE	PILOT BUTTE, SK	'10 CHEV STW DRAGSTER	4.735	145.80	4.73	
RU	- 652	JAMES TRACEY	COLEMAN, AB	'15 RED	4.765	144.88	4.74	Red L
SEMI	- 6592	JASON PADD	CHESTERMERE, AB	'09 MULLIS				
SEMI	- BYE							

PORTA TREE TIMING SYSTEMS

Drag Racing Results for Race Beginning: July 18, 2020

PLACE	ENTRY #	DRIVER	CITY, STATE	YEAR MAKE/MODEL	ET	MPH	DIAL-IN	Status
51 - JUNIOR GAMBLERS								
WIN	- 6659	KINDI OPSAL	MAPLE CREEK, SK	'06 JR DRAGSTER MOTIVATIONAL	0.949	78.17	7.97	
RU	- 638	DANIEL LAYFIELD	HUMBOLT, SK	'10 JR DRAGSTER	9.029	72.48	8.97	
SEMI	- 6019	TANNER GAETZ	MEDICINE HAT, AB	'13 HERCULES JR DRAGSTER				
SEMI	- BYE							
53 - NON-ELECTRONICS GAMBLERS								
WIN	- 416	JAMISSEN ATEN	ROSETOWN, SK	'82 CAMARO	11.358	122.62	11.30	
RU	- 346	DAVE GRAHAM	YORKTON, SK	'72 MEGA PANEL WAGON	9.943	134.03	9.91	Red L
SEMI	- 8655	BILL SHADE	BLACK DIAMOND, AB	'68 CHEVELLE				
SEMI	- 505	KEN TOLSDORF	BLACKFALDS, AB	'69 DODGE DART				
55 - JUNIOR THUNDER								
WIN	- 6096	COLLE CARON	HIGH RIVER, AB	'13 JR DRAGSTER	8.982	72.46	8.92	
RU	- 660	ALLYSON KEIM	CALGARY, AB	'04 COSBY JR DRAGSTER	9.001	72.57	8.92	Red L
SEMI	- 6514	BRANDON PECK	CORSLAND, AB	'03 COSBY JR DRAGSTER				
SEMI	- BYE							
56 - JUNIOR LIGHTNING								
WIN	- 6022	CALUM KESTNER	CALGARY, AB	'04 MOTIVATIONAL TUBING	7.950	83.03	7.91	
RU	- 6506	ISAAC STETTNER	REGINA, SK	'13 HARDENS	8.847	71.96	8.76	Red L
SEMI	- 6019	TANNER GAETZ	MEDICINE HAT, AB	'13 HERCULES JR DRAGSTER				
SEMI	- BYE							
71 - JUNIOR STREET								
WIN	- 6207	DARIAN DOPP	MEDICINE HAT, AB	'06 DODGE MAGNUM	9.238	75.31	9.22	
RU	- 6017	JUSTUS SCHAAN	DUNMORE, AB	'17 FORD F150	9.652	74.89	9.45	

PORTA TREE TIMING SYSTEMS

Drag Racing Results for Race Beginning: July 19, 2020

PLACE	ENTRY #	DRIVER	CITY, STATE	YEAR MAKE/MODEL	ET	MPH	DIAL-IN	Status
1 - SUPER PRO								
WIN	- 6130	DAVE SENKO	LEDUC COUNTY, AB	'08 TNT RED	7.223	175.80	7.33	
RU	- T698	CORY SCHULTZ	SWIFT CURRENT, SK	'88 CHEV CAMARO	10.141	131.01	10.14	
SEMI	- 697D	DARREN MILLER	MEDICINE HAT, AB	'12 DODGE AVENGER				
SEMI	- 698E	TODD FLECK	MEDICINE HAT, AB	'18 AMERICAN CHROME W/DRAGSTER				
2 - PRO								
WIN	- 1511	RICH HARDER	SASKATOON, SK	'88 CHEV S10	64.999	0	0	
RU	- 6992	BRENT BUCKENHAM	CARLETON PLACE, AB	'72 CAMARO SS	64.999	0	0	
SEMI	- H818	ROGER HALMAN	MEDICINE HAT, AB	'87 MERCURY COUGAR				
SEMI	- BYE							
3 - SPORTSMAN								
WIN	- 6634	LORREN BUZUNIS	AIRDRIE, AB	'71 CAMARO SS	15.758	84.26	15.55	
RU	- R003	TED BUZUNIS	FORT McLEOD, AB	'14 CHEV CHEYENNE SUPER	17.318	79.47	17.02	
SEMI	- BYE							
SEMI	- 707	GORD RUIETZ	Medicine Hat, AB	'86 GMC JIMMY				
4 - MOTORCYCLES & SLEDS								
WIN	- 655	ZACH TOTH	MEDICINE HAT, AB	'08 KAWASAKI ZX-7	8.704	135.16	8.59	
RU	- 685	SCOTT RICHARDSON	RED DEER COUNTY, AB	'01 SUZUKI GS	8.795	148.95	8.70	
SEMI	- 687	DAVE TOTH	MEDICINE HAT, AB	'89 KAWASAKI ZX10				
SEMI	- BYE							
8 - SUPER COMP								
WIN	- 6691	LEN MAYER	VEGREVILLE, AB	'06 CAMERON RED	9.242	169.91	9.10	
RU	- 6695	DARYL BAKER	MEDICINE HAT, AB	'89 HADIAN DRAGSTER	9.061	127.19	9.10	Break I
SEMI	- W865	RICK 'THE ACE' WAGENAR	BRIDCLIFF, AB	'13 YANICER				
SEMI	- 6010	GRANT DURIE	VEGREVILLE, AB	'19 SRE				
9 - SUPER GAS								
WIN	- 6211	DAVE STOBBE	KAMLOOPS, BC	'83 CORVETTE ROADSTER	10.158	117.49	10.10	
RU	- 6090	DARREL SMITH	FOOTHILLS, AB	'10 CHEV CORVETTE	10.062	160.85	10.10	Break I
SEMI	- 5943	BILL SOLOMON	ESTERHAZY, SK	'27 FORD ROADSTER				
SEMI	- BYE							
10 - SUPER STREET								
WIN	- 6588	JASON KENDEL	BROOKS, AB	'86 FORD THUNDERBIRD	11.102	140.22	11.10	
RU	- 5312	DARREN PEARCE	BRANDON, MB	'87 MERCURY TRUCK	11.170	122.85	11.10	Red Lg
SEMI	- 5348	GARETH SENKOW	SEVEN SISTERS FALLS, MB	'75 FORD PINTO				
SEMI	- BYE							
13 - ST/SST/COMBO								
WIN	- 5482	SHELDON ERFILE	SASKATOON, SK	'82 CHEV OLDSMOBILE	10.267	120.81	10.24	
RU	- 6001	NORMAN LAPOINTE	SHERWOOD PARK, AB	'00 CHEV CAMARO	11.387	113.58	11.42	Break I
SEMI	- 6107	CODY GRAVES	EDMONTON, AB	'88 PONTIAC GRANDAM				
SEMI	- 6364	DAVID STOBBE	ABBOTSFORD, BC	'84 CHEVELLE				
15 - TOP DRAG/TOP SPORTS								
WIN	- 6640	TREVOR RITCHIE	SHERWOOD PARK, AB	'19 TNT	4.405	169.20	4.39	
RU	- 6130	DAVE SENKO	LEDUC COUNTY, AB	'08 TNT RED	4.544	149.88	4.65	Red L
SEMI	- 6592	JASON PADD	CHESTERMERE, AB	'09 MULLIS				
SEMI	- BYE							

PORTA TREE TIMING SYSTEMS

Drag Racing Results for Race Beginning: July 19, 2020

PLACE	ENTRY #	DRIVER	CITY, STATE	YEAR MAKE/MODEL	ET	MPH	DIAL-IN	Status
55 - JUNIOR THUNDER								
WIN	- 628	KIANDRA GAETZ	MEDICINE HAT, AB	'13 HERCULES JR DRAGSTER	8.996	69.61	8.99	
RU	- 6903	GRAY SCHAAN	MEDICINE HAT, AB	'10 MOTIVATIONAL JR DRAG	8.876	69.10	8.90	Red Lg
SEMI	- BYE							
SEMI	- 608	JEFF ORR	HANNA, AB	'09 HARDENS				
56 - JUNIOR LIGHTNING								
WIN	- 6506	ISAAC STETTNER	REGINA, SK	'13 HARDENS	8.962	67.40	8.89	
RU	- 6021	CLARA LAYFIELD	HUMBOLT, SK	'00	8.023	80.70	8.04	Break I
SEMI	- BYE							
SEMI	- 6022	CALUM KESTNER	CALGARY, AB	'04 MOTIVATIONAL TUBING				
71 - JUNIOR STREET								
WIN	- 6017	JUSTUS SCHAAN	DUNMORE, AB	'17 FORD F150	64.999	0	0	
RU	- 6207	DARIAN DOPP	MEDICINE HAT, AB	'06 DODGE MAGNUM	64.999	0	0	

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Bernie Frey



Thanks to Bernie Frey for the pics and results





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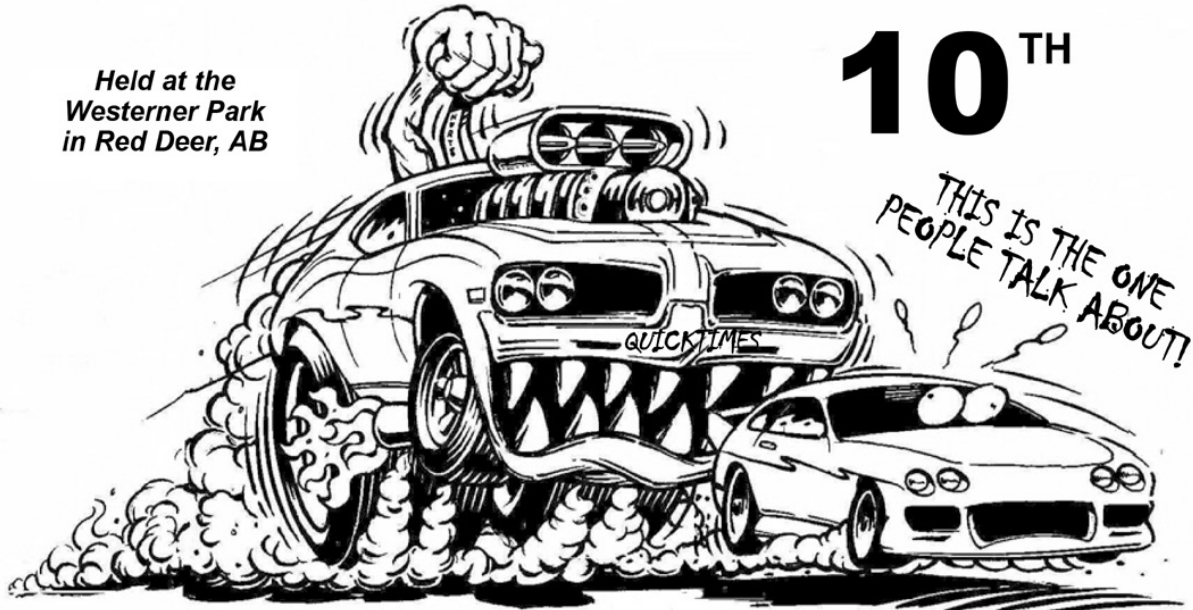
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Coated stainless steel headers 2 1/4". Borla headers and mufflers. BBC Dragster headers set up for evac. Good shape no dings or rust They can't hear ya til it's too late. 800.00 obo. Ride on purchasers dime. 250-613-9665 S1

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

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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

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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

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Eagle BBC H beam rods with ARP bolts pending, Barry grant fuel pumps no idea if they work, 2 sumos, 3x400 and 1X280 and 3 regulators \$1000 all obo, Miloden SBC 31060 oil pan, has a pinhole \$100, BME 4.600 bore BBC forged pistons \$300, 327 0.030 forged domed pistons with large journal rods \$300, SBF comp camp stainless roller rockers \$250, NEW SBC solid roller lifters \$400 NEW 351W hyd flat cam \$150, NEW Computech EGT monitor \$500 Call 780-729-1252 A2

Manual valve body for 400 turbo (New) \$125, Dual remote oil filter base, no hoses, \$25, Used race hamesses, 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

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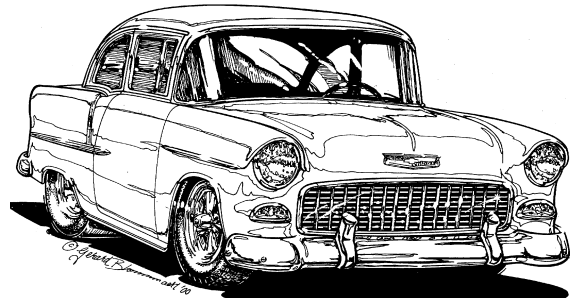
SBC Brodix 18 degree aluminum heads with Manley stainless steel severe duty valves. Extensive porting work, no springs or retainers. Also includes a pair of Gaerte valve covers, ARP studs and a new set of Crane pro series solid roller lifters P/N 11540-16. \$1900 CAD, located in Edmonton AB, shipping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

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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<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/Mark, w/longer plate • HONDA: bore • Square block • 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 • 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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The Effect of the COVID-19 Pandemic on New Products, Manufacturing & SEMA

As the Covid-19 Pandemic matures, critical N. American, Chinese and European manufacturing levels are returning to normal and back orders are being handled in shorter and shorter time frames.

The 2020 SEMA Show has been cancelled, however; on the upside the Quick Times Swap Meet for October 10 is a GO! AHS and City of Red Deer COVID safety protocols will be observed.

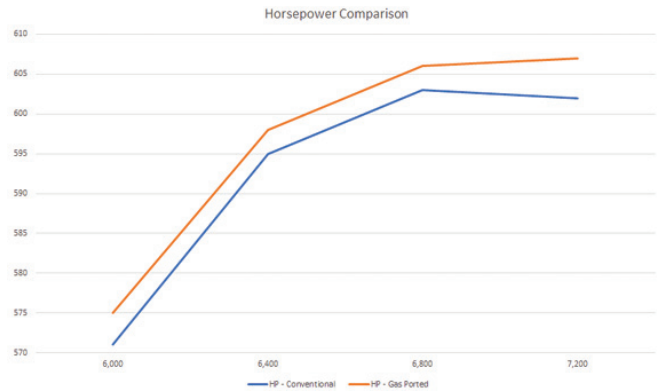


"Only available from DEI,
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For more information on the New DEI Turbo Shields and other DEI products, check them out at:
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Let them know Quick Times sent you!

Total Seal Piston Rings Gas Ported Piston Rings

Total Seal has flipped the process of using combustion pressure to improve power and efficiency by moving the gas ports from the piston to the piston ring.



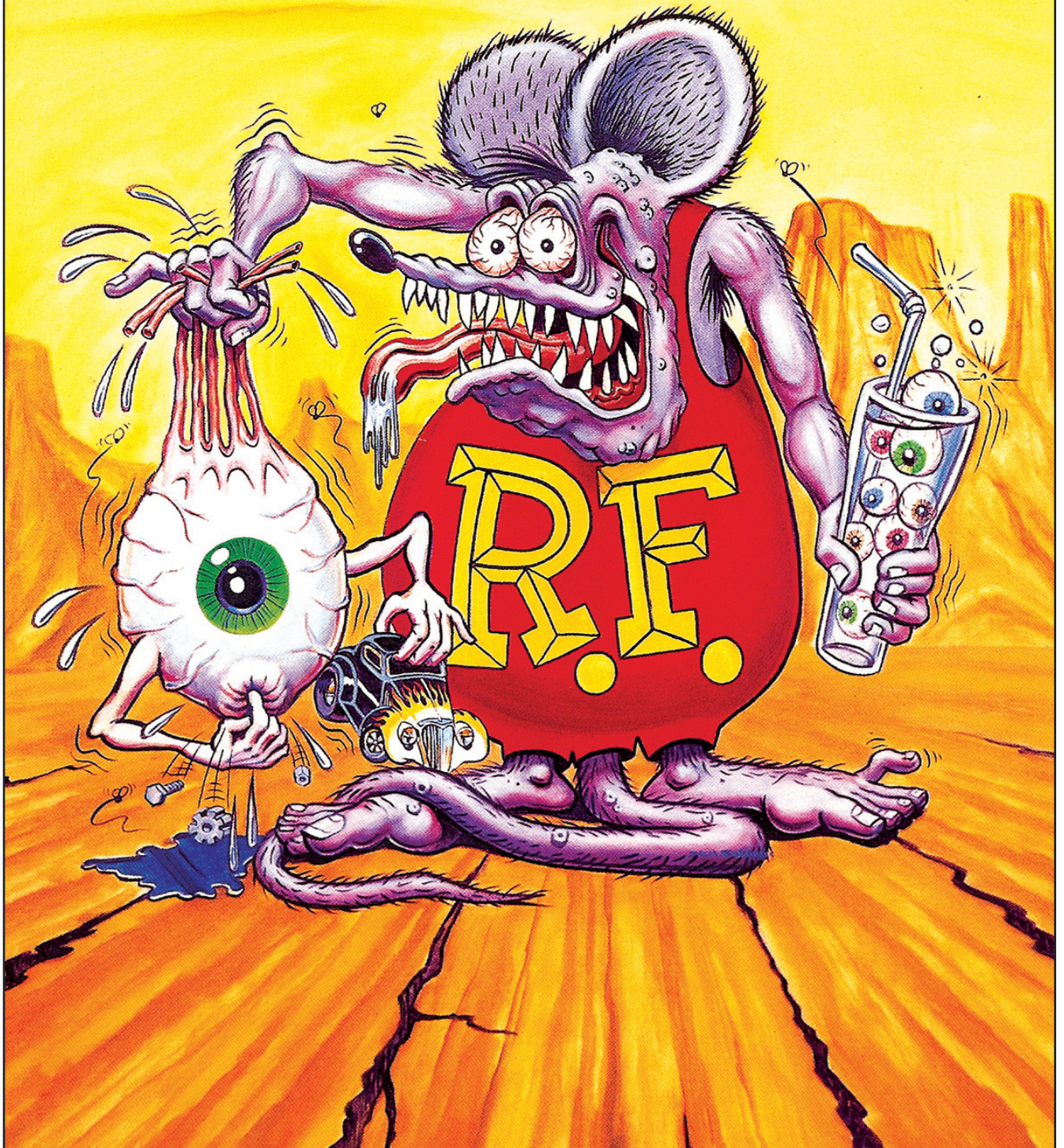
This change yields a stronger piston (no holes) or allows the use of these gas ported rings on any non gas ported piston.

Total Seal has been studying cylinder-to-piston sealing since it first developed their gapless ring technology over 50 years ago so this way of thinking is not new for them. Their unique team of hardcore racers and engineers constantly strive to help race teams, from Formula 1 to the Saturday night dirt track racers, improve the cylinder sealing and therefore power of their engines. One of their newest technologies, a gas ported top ring, will improve ring seal of any engine. Total Seal's Gas Ported Rings feature unique horizontal slots machined into the top of the ring. These slots direct combustion gases to a bevel behind the ring to push the ring out towards the cylinder wall and improve the seal. This technology stems from the use of gas ported pistons which have been available for decades, however; porting pistons creates new challenges as it solves others.

To learn more watch Lake Speed Jr here to learn more about this terrific new ring from Total Seal!
What are gas ports?
<https://youtu.be/HPNsApQ7WFI>
Gas Ported Rings:
<https://youtu.be/kc5g4jtZaFk>

**You can see or learn more at www.totalseal.com
or give them a call at 1-800-874-2753 and tell them Quick Times sent you!**

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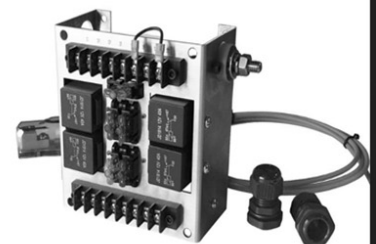
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1970 SPE slingshot Former T/F car 468 BBC Powerglide 7.50 chassis cert 8 3/4 chrysler rear end 18in hoop with cage that will fit 6'3 or 6'4 driver Will sell as a roller, or potential trade for a bigger slingshot or altered 23K TURNKEY 12 K ROLLER,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



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1970 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



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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



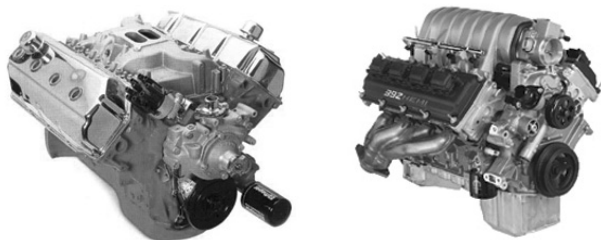
1969 Camaro, body plastic bead blasted and all panels are new Goodmark sheetmetal. PPG Cyber Grey Metallic paint. Body is all steel including 4" cowl hood. Built to be a street car. Rolling chassis but can add LS Turbo or 800hp pump gas sbc and t400 trans for extra. Over 65k invested and have all the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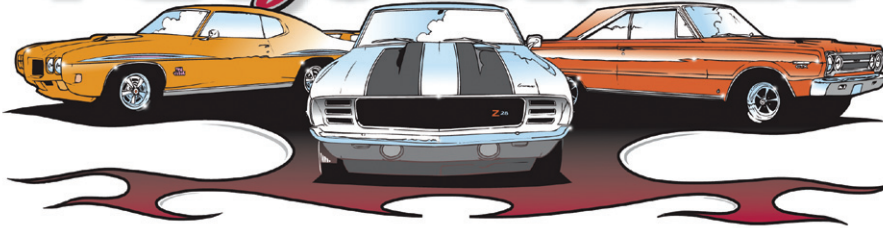


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77 Chevy, 540 with AFR 345 heads, quick fuel carb crank trigger oil accumulator has an IHRA cert for 7.50 expired 33x16x15 slicks ladder bar rear tubular front control arms with coil overs please call for more info 1-780-781-5456 J3

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

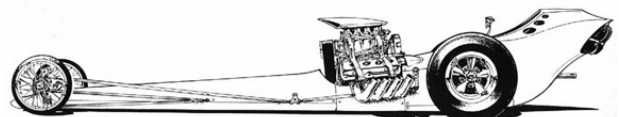
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2002 Ford Mustang · Coupe · Driven 140,000 kilometres, Pro street drag race street legal Mustang legal 10.0 nhra-ihra car 351w/399 cid performance automatic C4 chrome Molly drive shaft ATI torque converter strange 8.8 UPR quail over suspension MSD 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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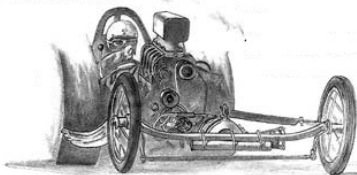
1969 RS Z/28 PROJECT. GM-Documented "Real Deal" RS Z/28 car. \$20,000 spent on sheet metal replacement including G.M. NOS (Made in USA) full rear quarter panels. Selling as a roller. (I know where the original "numbers matching" born with DZ 302 engine is...and it can be purchased). REDUCED TO \$29,999 CAD as a ROLLER...Last plated in Sask. Call (306) 241-5476 J3



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1051whp Manual 2014 Corvette Stingray 3LT Z51 for sale. Fully built 416 engine and Diff. Brand new ECS2200R Supercharger! Proven mid-9 second manual car. I am now offering a \$700USD/\$1000CAD Finders Fee if anyone finds me a buyer so please let anyone that might be interested know! First 9 second Manual C7 in Canada with a best time so far of 9.65 (3rd quickest M7 ET in the world). Price: \$74,000 Canadian/\$55,000 USD Located in a Fort McMurray, AB 780-742-4678 S1



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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

In '74 the newly formed team of Sitko/Hodgson/Garritty had their top fuel dragster in Sanair trying to qualify against the best NHRA has to offer. Gary Beck and Don Garlits were the big attractions. Shirley, Tharp, TV Tommy, Jeg Coughlin and a dozen others were there to win too. We towed all the way from Edmonton as a complete unknown, and just hoped to sneak into the 16 car field. Our top fuel dragster had run a few 6.30's, and it was going to take all of that to get in.

The week before we were in Winnipeg racing some of these guys. It was a Winston Championship points meet, and we were at the bottom of the ladder as we weren't able to make a full pass during qualifying. Transmission troubles while Maynard Garritty licensed at Edmonton Speedway only a few days earlier re-surfaced at Bison. On Saturday night we had no transmission parts left, and still didn't know what caused the clutches to burn up. Veteran crew guy Wayne Barber, future U of A surgeon Ronnie Moore, Jack Bannerman and the Garritty's all thought we were done, but my dad George Sitko still had an Ace up his sleeve. He walked into the trailer and came out with a chrome tube. I had no idea what it was. When he put it in place behind the clutch can I realized it was a direct drive shaft. Must have come with the car when he bought it from Gary Egbert. It only took a few minutes to hook it up. Sunday morning our first round opponent Graham Light wandered by and the shiny piece caught his eye. "What the hell is that?" he asked. My dad explained, and Graham said "you can't run that!" With a laugh, Wayne told him "that's all we've got".

My dad's instructions to Maynard were "bring the rpm up while staging. Leave your best light, and don't give up! You'll be behind for most of the race, but you'll catch him by the end". The track wasn't real sticky, but that worked in our favour. We raced Graham Light in his Proud Canadian, and it went exactly as George had said. Maynard was always phenomenal on the tree, and was again this time. Slowly but surely (in 6.50 seconds anyway) he reeled him in and got to the finish line first. The crew jumped for joy, after all the adversity we just couldn't believe it! In the semi-finals, we were up against the powerful Export A Dragster of Gary Beck. The transmission cars were having some troubles staying glued to the track, of course we had none of that with direct drive. So we went with the same game plan, no tuneup changes at all. In a very tight race, Maynard edged Beck at the finish line. What a huge win for the Sitko/Hodgson/Garritty team! Our final round opponent was Terry Capp, who had been running well all day. In only a few years, Terry and crew chief Bernie Fedderly would win the big prize at Indy, but for this Sunday in Winnipeg that didn't matter. Again, no changes were made to the tuneup. It was Mano a Mano, machine vs machine, almost even odds of winning for either team. As the lights flashed both cars roared off the line as only nitro cars can,

and Maynard had the advantage. There were no reaction timers back then, but I thought I could see our car with a wheel out front. The Pacemaker dragster then fell behind a bit, all of us looked intently at the win bulb to see who won. Our Don Long Dragster was gaining on Capp by 3/4 track and snuck by just in time to steal the win.

Wow, that was quite the weekend! There's nothing like starting a road trip with a win. We had lots of wounded pieces, including the Lenco. We would service everything in Montreal. Parts were ordered and would meet us at the track.

We arrived in Granby Quebec on Wednesday night, and immediately pulled the car out of the trailer. We hadn't burned any pistons, but still we had to go through everything. While the big shots (lol) went for dinner and drinks, the hardcore crew guys stayed behind. There were parts scattered everywhere over the hotel lawn. We even found our transmission gremlin; the tail shaft of the Lenco was too long, and we had just put a new pinion in. Not enough clearance, so the pinion was putting pressure on the clutch packs, burning them out. A hacksaw fixed that.

The heat and humidity were stifling. 110 degrees by noon the next day. We pulled into the track Thursday morning; a big Sergeant Schultz looking guy (Hogans Heroes) was manning the entry. The crew cab was packed full, we even had 3 kids in the sleeper. This was going to be expensive. Ron rolled down his window to talk to Schultz, the next thing I knew he was handing the guard a hundred dollar bill. "Thank you very much sir!", Schultz said, and he waved us through. What just happened. For the rest of the weekend the same guy just waved us through the gate, no questions asked. We pitted, and Gord Garritty parked his car in our pit so we could dive into the air conditioning once in a while. At 12 years old, I was pretty excited to see all the big names of the sport there. In addition to the stars already mentioned, there was Jerry Ruth, Herm Petersen, Tony Nancy, Clayton Harris, and Jeb Allen. We made a qualifying run early in the day against Jeb. Our car left hard but seemed to level out at half track and almost coasted through the finish line. Everything looked fine inside the engine. Took it back out a few hours later, this time against Beck, same thing.

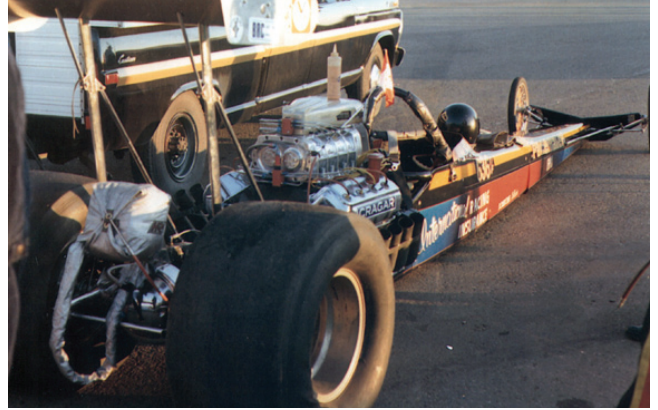
We went back to the hotel that night wondering what to do. The heat was wearing us down, and the hotel had no air conditioning. I got up in the middle of the night to cool off in the shower, but by the time I got back into bed I was sweating again. The next morning we arrived at the track in St. Pie, and my dad was thinking maybe the mag was weak, so we put a fresh Cirello in. Holy crap! It was a different car. It left and pulled hard to the 1/8 mile, then the death smoke started rolling out of the headers. When we got to the top end to pick

Maynard up, the motor was still crackling; we had some work to do. We were all running water still, so we opened up the drain valves on each side of the aluminum block so it could drain on the way back to the pits. It was real hot; we could see the steam roll out behind the car as we towed back.

We definitely had to pull the heads off. Most of the pistons had Black Death on the skirts, so there were damaged sleeves as well. Wayne was still under the car when we pulled the first sleeve, he got a pretty good splash of hot water when the sleeve came out. Hazards of a diver I guess.

After some adjustments (I think my dad had put a high speed in the fuel system to compensate for the bad magneto), we went up for our last qualifying run, but fell short of the stout field with a 6.56. I guess we couldn't really complain about our road trip though, we learned a lot and got a win the week before.

Kenny



Wow, that was quite the weekend!



PUBLIC NOTICE

**The Quicktimes Fall Swap Meet
will be held Saturday October 10th at
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**Westerner Park has assured us the event's a go
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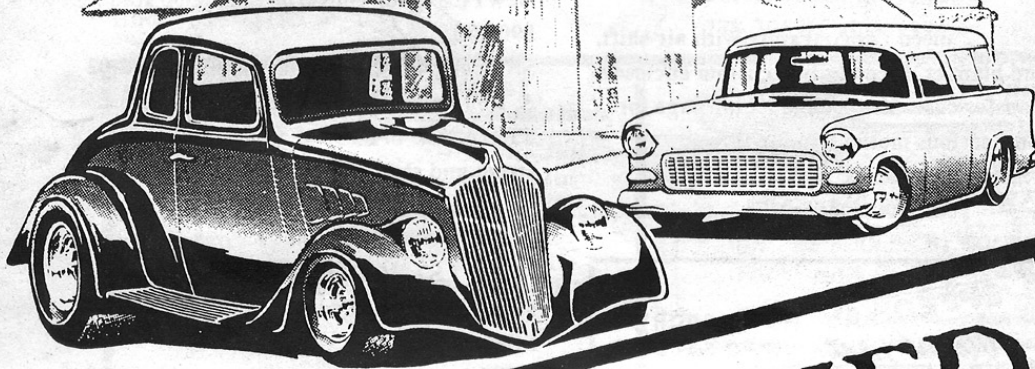
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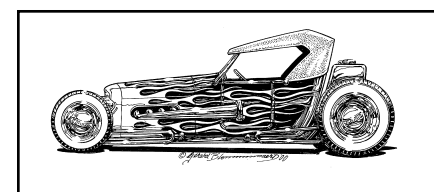
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