

Canada's Performance Magazine

QUICK TIMES

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OCTOBER 2020
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SPECIAL
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VERSION



RED DEER

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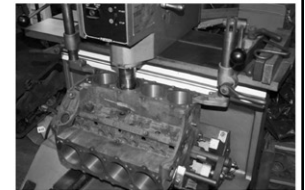
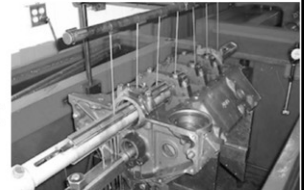
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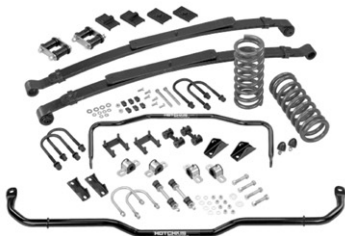
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Out & About

You know the old saying;
one man's trash is another man's treasure.

Alternatively, one man's trash is another man's discussion with his wife explaining why he bought a rusty oil pan for a 426 Hemi. Or even a clean example of A Volkswagen Beetle.

To us Canadians, there's something about swap meets that just feels right. It's a paradise filled items that someone wants to get rid of as much as someone else wants to own. We pride ourselves in part on what we own, and car people in particular spend years upon years collecting these little pieces of history. If you have never been, a swap meet is a weekend-long garage-sale like happening where buyers and sellers of car parts and related items go to barter. "So it's junk," you say. Oh, no - It's so much more than that.

Swap meets are experiences that high-five your senses.

First of all, there is a taste. Every swap meet has a unique funk that seeks out unsuspecting nose holes and leaves behind a strange tang. Whatever rust, oil, burnt coffee, and an old boot smells like somehow transfers into a vulgar bouquet for your mouth. No doubt this is the result of forgotten about 50-year-old car parts in the garage sitting next to grandmother's Dictaphone. Your eyes and lungs are equally assaulted. And there is no better place to cry than in front of four or five hundred meaty handed guys who got up way too early on a Saturday.

And that's just the beginning of what sets the atmosphere. There are certain techniques to squeezing the parts that you need from a swap meet.

I like to go early in the peeking hours of the morning, That's when most parts are available, but the prices are still full. However, if you need something particular, like for example some hood trim for a 1955 Pontiac Chieftain, it's a must you drag your butt in early.

If you are looking for the best price, the trick is to wait until the last possible moment at the end of the day when people are packing up. I've found that most sellers of used parts want nothing to do with packing it all back into the truck they brought them in. Or back into the garage where they are usually stored.

One of the best bargains I've found at swap meets are tools and shop supplies. I don't ask how people are able to sell brand new name brand wrenches for one-third of the cost of buying at a store. Or 80-grit grinding discs for less money than a cheeseburger, but I'm happy they do. Just don't expect the best quality. My personal philosophy is to buy tools and shop supplies



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in bulk because they will inevitably break. Sometimes they'll break after just one use. I find it impossible to walk out of a local swap meet without buying something. It's like a disease. Usually, I buy far more things than I came there looking for, similar to shopping at a major discount store. However, even if you go to browse or hang out with your fellow car nuts, the mighty mounds of rusted swap meet gold may inspire you to clean out forgotten car parts in your garage.

Of course, that just makes room for you to bring some more car parts home. We hope to see you Oct 10th in Red Deer at the Westerner for our fall swap meet, hours are from 8 a.m. - 4 p.m.



The original Donut Derelicts

Doug Adams

Greetings Quick-Timers! I am happy to say that finally, finally, finally, I am able to bring you coverage of a real live event from California. This past weekend, of Sept. 12th I loaded-up the family and made my way to points south.

The road that finally got us there was a bit long and winding but ultimately we made it. Our trip was actually supposed to happen over Labor Day weekend but an outbreak of C-19 at my wifes workplace and an appointment cancellation derailed out plans. My wife had to be tested and the results weren't due back until Saturday. So instead of risking it we just rescheduled for a week later. The good news is that my wifes test was negative, for the fourth time, and all is well. The only real impact to our trip was the air quality. Beginning Wednesday, the day before we left, the skies became dark with a smoke from all of the fires. Fortunately for us the fires are to the north and south but the smoke haze blanketed the entire coast, at least as far as we traveled.

We took care of everything we had planned by early afternoon on Friday so, Saturday morning was wide open for an early morning trip to Adams Avenue Donuts in Huntington Beach, the original Donut Derelicts! Now, normally going to the donut shop wouldn't be a big deal. I've covered this gathering many times over the years. But today was kind of special considering I really haven't been anyplace of merit since the March Meet, the beginning of all this non-sense. I was truly excited about getting out and seeing some cars and maybe running in to an old friend along the way.

We were staying with our friends for a couple of days so the girls made plans to go for breakfast on Saturday morning and the guys were heading out to see cars. My friend isn't a car guy but he didn't hesitate to say yes when I asked him if he would like to join me. I guess everybody is getting a little stir-crazy. At least in Orange County the restaurants and businesses are open. Up in my neck of the woods everything is still shut-down. However, some restaurants have been clever in setting-up outdoor dining.

I really didn't know what to expect as far as the amount of cars at the donut shop but I would take whatever they had to offer. We were in the car and on the road by 5:30am. Without traffic the donut shop is about a half hour from Fullerton. We got down the freeway with no problem and pulled into the parking lot just a little before six. It was still dark but the place was packed, there was a huge crowd of people and the donuts were smelling good!

As we walked across the street, into the parking lot I started to feel like a kid on Christmas Day. What has Santa left for us? Well, long story short, lots of cool stuff. I didn't want to stray too far from the plan so we made our way to the counter to secure our coffee and donut. One thing I always try to remind myself is, trying to juggle a coffee, donut and a camera can some times have an adverse effect on your wardrobe. On more than one occasion I've had things go wrong and ended up drenched in coffee. Today I was going to try and keep my wits about me and the coffee in the cup. I don't know exactly how long this weekly gathering has been going on but, I know that I have been going for over twenty years. The cool thing is, this is the place to see and be seen, you never know who or what will roll in. It could be anything from my friends dad in his steam car to a concept car from Camera Ready Cars of Fountain Valley. New builds, barn finds, survivors, projects, you name it, it will be here. Heck a guy drove in on an old factory tug that was used to pull Mercury flats around the old McDonnell Douglas plant in HB....you get it all, here, in one place!!

I was watching a new show with Ant from Wheeler Dealers, he has a shop in HB and he tells a little story about how HB has become the Southern California hot spot for car people, builders, painters etc. In fact, Ants co-star on Wheeler Dealers pulled into the show driving a Porsche race car.

My friend that came to the show with me took a couple of photos with his phone and said, I gotta send these to Rob and tell him about this place. Rob is an automotive journalist. I told my friend, trust me ,

The original Donut Derelicts

Doug Adams



Adams Avenue Donuts in Huntington Beach, the original Donut Derelicts!



Rob knows about this place, car guys from around the world know about this place. I don't know if he sent the photos but they will probably talk about it at some point in the future!

Today there was everything from a 1960's Fiat Abarth to a crazy tilt nose Jaguar with a 540 big block to a straight axle Rambler wagon to a stunning snow white Mercury Meteor with steel wheels and dog dish hub-caps. But, my pick of the day goes to an early seventies, blown, tubbed, outrageously subtle, Ford pick-up. This was a new build that was absolutely gorgeous in every detail. Even though there was an equally nice two tone mid-sixties, stack injected Chevy pick-up, also a new build, on the property, I have to give the nod to the Ford. In a sea of mid sixties Chevy trucks the Ford stood out as something you don't see every day.

Well gang, that just about does it for me. I have something cooking for next month it's going to be cool and a first for Quick-Times.

For now, enjoy the photos and be kind to each other!

Doug



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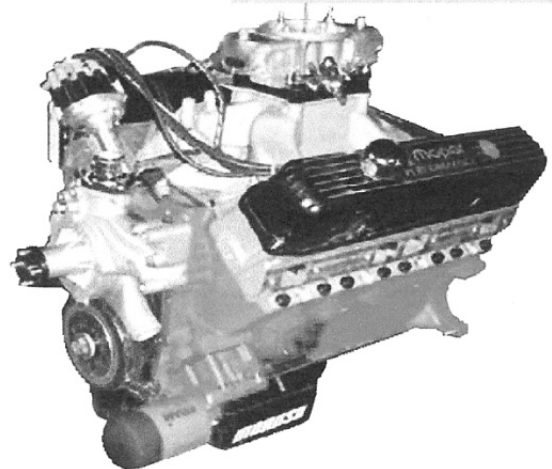
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I was truly excited about getting out and seeing some cars



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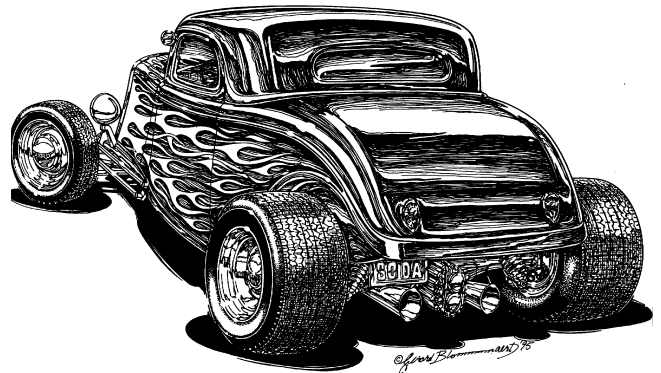
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A1

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O1

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O1

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O1

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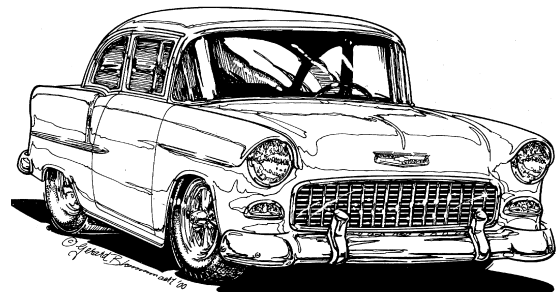
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FRANK HAWLEY

How Frank Hawley came to drive the Chi Town Hustler

Frank Hawley drove the Chi-Town Hustler Funny Car to two NHRA championships but how he got to drive the fabled machine is a tale of chance and fortitude. Even he didn't think he would get the job.

Although the new-look website prevents me from carrying over the familiar graphical banner and "The stories behind the stories" motto that headed this column for almost a decade, the motto and mantra still remains part of why I love this column.

The opportunity to get behind the headlines of drag racing history that we all know so well is intriguing and exciting to me, a guy for whom no bit of minutia is too small.

How many times Don Garlits had lane choice in his life and went left? Yes, please. Shirley Muldowney's helmet size? Tommy Ivo's good-luck charm? I wanna know.

When Pete Williams left the Chi-Town cockpit after the 1979 season, the name "Frank Hawley" was not even on the radar of Austin Coil and Minick as a replacement. And why should it have been? Although their paths may have crossed at a Midwest match race sometime in the 1970s while Hawley was honing his skills in Brian Noakes' BB/FC or his family-owned Pop Shoppe Vega or '23-T altered, the young driver from Ontario, Canada, was not exactly a household name.

And, as his fortunes and opportunities had dried up back east, like a pioneer of old, Hawley had headed west in search of fame and drag racing fortune, or at least a ride in the land of nitro plenty.



FRANK HAWLEY

"I was homeless and living in my truck in California," he admits. "I'd run out of money for the alcohol car and was looking for any kind of break. Simon Menzies, who I knew from racing alcohol cars, was the one who told me about the opening. Simon worked at Simpson and tracked me down through my mom because no one had cell phones in those days, and Simon told me that Pete Williams had just quit and that I should put my name in to drive the car. My first thought was, 'No one's going to hire this alcohol-driving kid from Canada to drive the Chi-Town Hustler.' "

Truth is, Coil and Minick had already offered the job to Menzies, who had just stepped out of the cockpit of Jim Jackson's nitro burner, where he had achieved a degree of success and respect from his peers, but had already committed to Fred Crow at Simpson, had a new home, and a child on the way.

"I knew the Hustler ran a lot of dates and I wasn't ready to hit the road again. "They asked if I could recommend anyone. I thought of Frank right away but I wanted to talk to him first. I met Frank while running BB/FC on the AHRA circuit in the Midwest. His operation reminded me of when I ran my own car before I partnered with Dale Armstrong and later with Jim Jackson: rarely more than one helper, marginal, worn-out equipment, sleeping in the truck, and depending on winnings to get to the next race. All that aside, when he managed to glue her together he ran real well. I had a lot of respect for his driving and mechanical ability.

"I knew he had parked the Hawley Family car some months before because of lack of funding and wasn't sure if he was getting ready to run again.

At first he thought I was lying and then just plain crazy. 'Why would they want me, they don't even know me? I've never even driven a double-A car.

"I didn't know the Chi-Town group well but ran against them a few times with Pete Williams driving. To be honest, I always wondered who recommended me. Endorsing someone for a flopper ride was pretty much a no-win situation; more often than not it didn't work out and both parties ended up telling two or three hundred of your closest friends that you were an idiot and couldn't be trusted.

continued on page 20



FRANK HAWLEY

Convinced that he had at least a slim chance of landing the coveted ride, Hawley put together a résumé that he sent to Minick, and then called everyone he knew in Chicago and asked them to put in a good word for him.

"I didn't think anything would ever come of it," he admitted. "Then I called home one night and my mom said, 'Austin Coil just called.' I told her, 'Mom, I'm having a bad day. Don't make stuff up.' But he had called, so I called him and he asked me to come to Chicago to meet them and interview for the job. I told him, 'Listen, I'll be honest. I'm sleeping in my truck and I haven't got enough money to get there, but if you let me drive one weekend and pay me for a week's work, I'll be there in two days.' He agreed.

"I borrowed some gas money and drove to Chicago. It was winter, of course, and I had no place to sleep. Now, you can sleep in your truck in Southern California in the winter but not in Chicago, so I called my buddy [Alcohol Dragster racer] Al DaPozzo, who was like my best friend, and asked if I could stay at his house for a night. He said 'Sure,' and I ended up staying with him for three years."

(I doubt very much that the following anecdote is true, but thought I'd share it anyway, because it was probably said, at least in part in jest. According to an old Hawley bio I found in his file, when he went for his interview, a prime topic was his -- he says undeserved -- penchant for crashing cars. Coil and Minick told him they couldn't afford to have their car crashed so, as a reminder to the young shoe, they'd cut the rollcage off and then soldered it back on. If you crash the car, they told him, the roll cage will come off and you will probably die. If, however,

you crash the car and do not die, we will finish the job. Funny stuff. I can actually see Coil saying this.)

Anyway, Hawley is told to report for duty at the Chi-Town shop the next day, and worked on the car all week in anticipation of that weekend's two-of-three with Kenny Safford at U.S. 30 Dragway for the biggest audition of Hawley's life. How do you fill the shoes of a legend with other legends watching intently? Well, surely you'd get some pointers, right? Nope.

"Austin game me no instruction," said Hawley. "Nothing. I'd never driven a nitro Funny Car in my life, but there was no, 'Well, this is how we warm the car up' or 'This is how long the burnout should be.' Nothing. He just said, 'You're the driver; drive the car.'"

"I wanted to do a good 'Chi-Town' burnout but didn't want to over-rev it. So I just winged it. I later explained to him that I thought I'd been a little up and down trying to find the right spot on the throttle and he said - in what is probably as good a compliment as you're going to get from Austin Coil -- 'Some people never find the right spot; that was fine.' I guess that meant I was doing OK."

Hawley beat Safford three straight.

"I didn't even have a nitro Funny Car license," Hawley remembers. "I beat Kenny three straight and he signed my license. Somebody later asked him, 'How could you sign his license? You were racing him,' and he said, 'Well, he was in front of me the whole time so I saw him run.' True story.

FRANK HAWLEY



"Anyway, after the race, we went to dinner and at the end of dinner, I still didn't know if I had the job. I asked Austin, 'So, do you want me to show up for work tomorrow?' He said, 'Yeah, you can drive another week' and it just went on and on like that every week. The inside joke is that even after we'd won the world championship in 1982, he'd never truly hired me. It was like a week-to-week deal. After we won the championship, I finally asked him if I'd been hired, and he finally said yes."

Hawley drove the Hustler up through 1984, winning seven events and, of course, two NHRA world championships.

So, let that be a lesson to you, kids (and adults). Dream big, take a chance. You never know what's going to happen.



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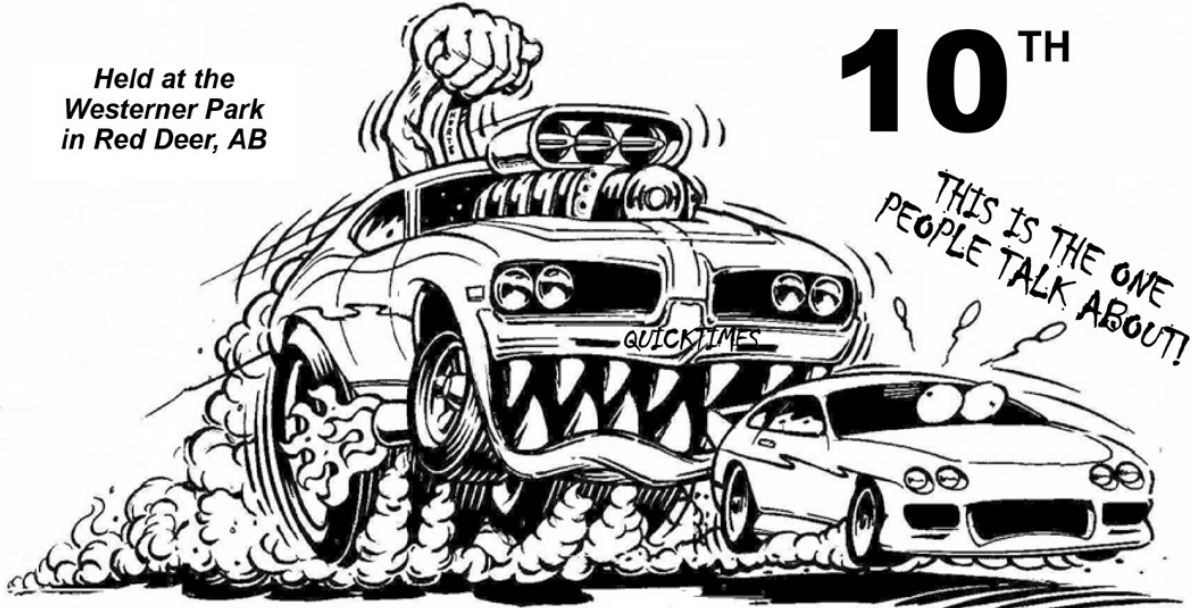
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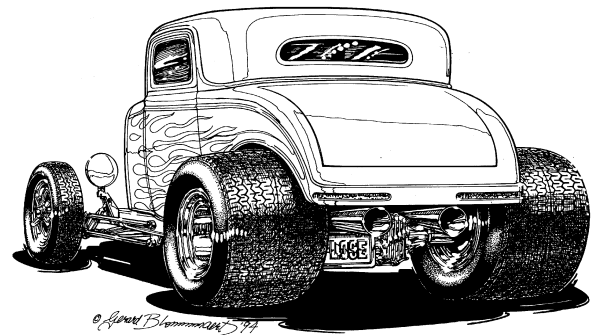
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In December of 2018, Race Winning Brands, Inc. (RWB) announced the acquisition of Giannone Performance Products, Inc. d/b/a MGP Connecting

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For more information about MGP Connecting Rods, visit <http://mgpconnectingrods.com>

About Manley, Originally founded by Hank Manley in 1966 as Manley Speed Equipment, Manley Performance's humble beginnings have blossomed into that of a world class manufacturer. Over its 54 years in operation, Manley Performance can boast long lasting relationships with both industry drag racing legends and OEM manufacturers. Manley's technological prowess has made them an esteemed source for custom valves and their diverse product line provides customers with race-proven components for all walks of motorsports.

Today, Manley Performance is well established as a top-tier manufacturer of high-performance pistons, connecting rods, crankshafts, and valvetrain components. In February of 2020, Race Winning Brands, Inc. announced the acquisition of Manley Performance Products, Inc. Operations and brand development remain under the oversight of Trip Manley, son of Manley's founder - Hank Manley.

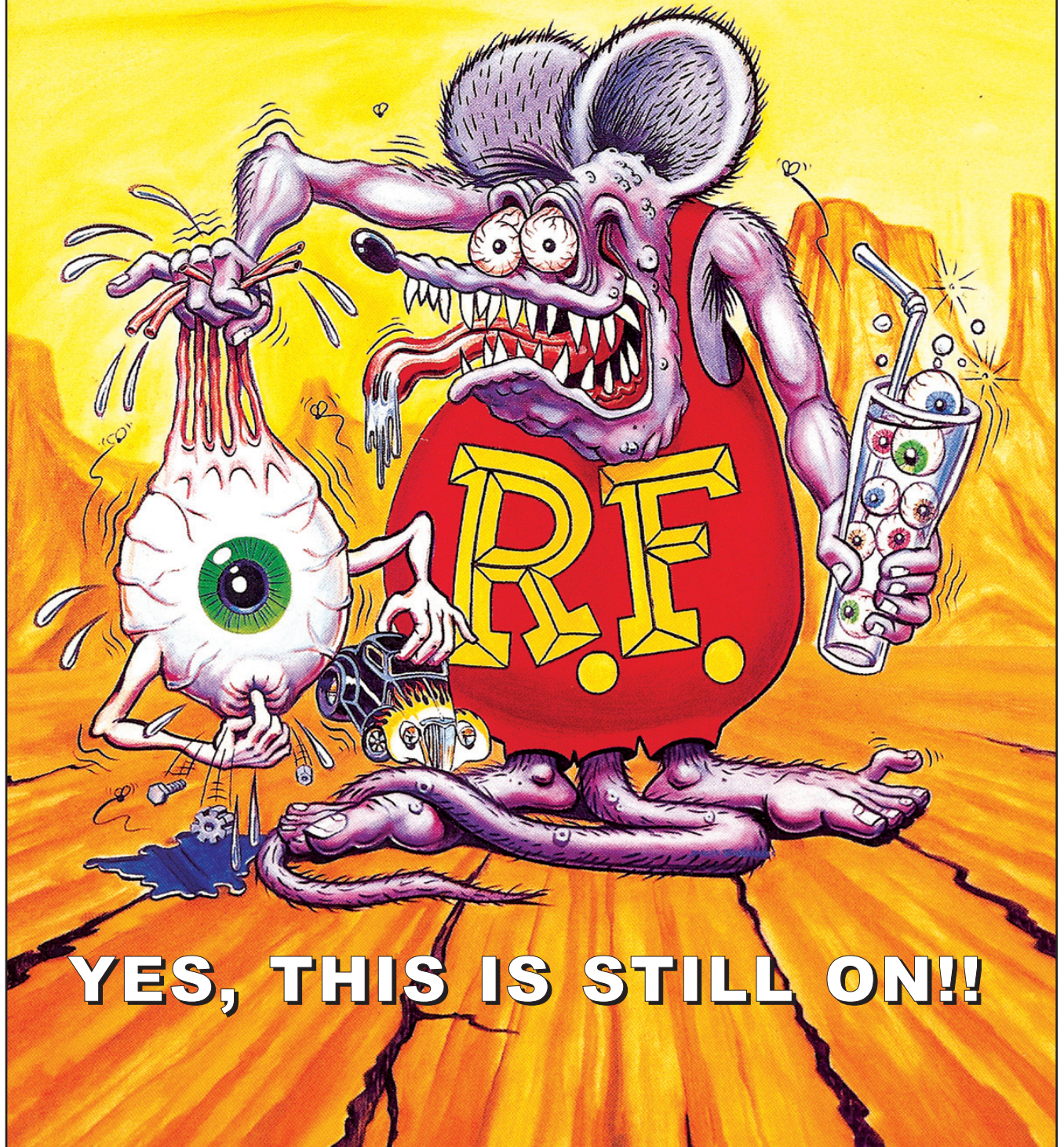
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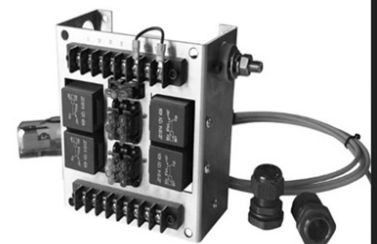
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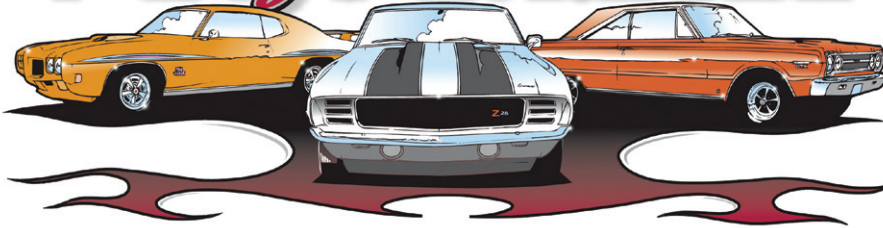


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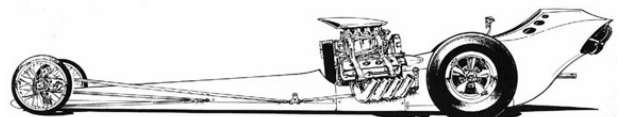
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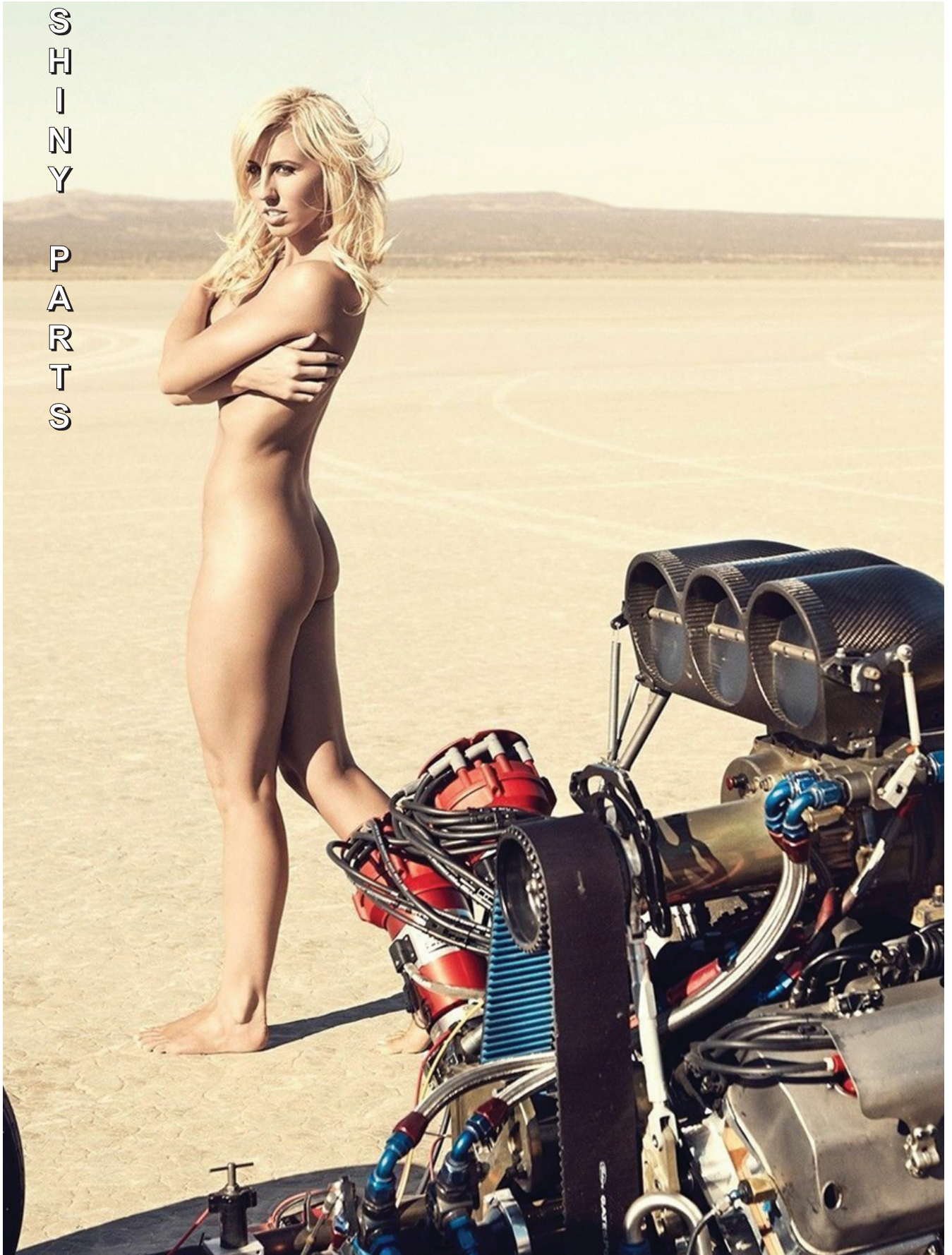


2002 Ford Mustang · Coupe · Driven 140,000 kilometres, Pro street drag race street legal Mustang legal 10.0 nhra-ihra car 351w/399 cid performance automatic C4 chrome Molly drive shaft ATI torque converter strange 8.8 UPR quail over suspension MSD ignition too much to list approximately 630hp most everything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



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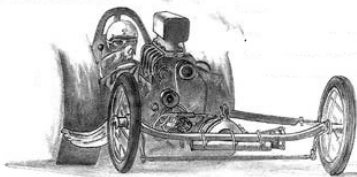


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I have taught and licensed quite a few drivers over the years. Bryan Davidchuk was the first. I had decided that 1989 would be my last year in the seat of the top alcohol dragster because I had some worries that Irene and I had a young family and I didn't want something stupid to happen to me. Troy was 6, Nathan was 4, and while it was not the only reason, I didn't want to take a chance. I also felt that I could tune the car better from the outside, and the trips down the quarter mile didn't thrill me as much as it used to. I had won a lot of races and a championship, and had already been in lots of thrilling side by side races. Near the end of the 89 season, we put Bryan in the dragster at Race City in Calgary for some licensing runs.

After the typical "holy shit" moments on his first few launches, he progressed very quickly. Bryan had a natural ability, more importantly he had a desire and work ethic to work on the car, learn about how the engine works and what the failure modes look like. His biggest asset was his reaction time on the starting line, he was tough to beat. To me, knowing how the car and engine is put together, and how everything works, is extremely important, as the learned driver will tend not to do the stupid things that cause damage. Things like zinging the motor unnecessarily, either with the right foot or by pushing the clutch in too soon at the finish line. Also, when the scream of the engine hurts your ears on a burnout, you probably squeezed the throttle too hard. It's amazing how much you see with a data recorder. Without it, you wouldn't even know that it happened. The vertical spike that goes to 11,000 rpm tells the tale.

Once you look inside a Lenco and see the teeth on the reverse drum you'll realize that it's a dainty little thing, so you had better not jam it into reverse while you're still rolling forward. Back in the day when I first started driving I was mentored by Gordie Bonin, so of course I copied his driving style. Backing up fast was pretty cool, but I took it a step further by tapping the throttle, which shot me backwards pretty hard. A definite no-no.

Drivers typically are not fantastic with every skill set. There are a few all-world pilots out there, but mostly you have to be happy if they can cover the 4 bases; decent reaction times, ability to handle the car, hitting the shift points, and consistency. The really good ones leave the line before the other guy almost all the time, and when needed they can dig even deeper for a near perfect light. They also have a feel for the car, if the bottom end is coming apart he/she will click it off before it gets real nasty. Then there are the intangibles, some of which are hard to explain. They are the small things that may go unnoticed, but they are the things that win races. Knowing your opponent, their tendencies, whether or not they play games on the line or if they are easy to throw off of their

game. The main thing is to eliminate anything that will surprise you, you want to be prepared for any wrinkle. When you pull into final stage you need to be focused on the car and engine, but more than that, you have to feel like you're a natural extension of both. You are not just letting the clutch out or pushing the throttle, rather you are willing the car to react the way you want. The driver feels the revs and has complete control and confidence. I always tell my drivers, no matter the circumstance, do not go to the line worried about how you or the car will perform. That doubt will cost you the race. Remember that the reason that you are there is because it is your passion, something you've always wanted to do. You made it! Why put negative feelings into such an awesome experience? Take it as an exciting challenge. Lots of times I would feel like I had a big grin on my face as I lit the second bulb.

One of the tough things that can screw with your mind is if the car has been shaking or smoking the tires. Somehow you have to put it in your head that it will make it from A to B; if you think it might shake you are too prepared for something that may not happen. In that case, the driver may have his thumb too close to the shifter button because he thinks that will allow him to react quickly. All that does is take your concentration away from the task at hand. I have seen lots of cases, and have even done it myself, where the driver accidentally shifts as soon as he hits the throttle, destroying what could have been a good run.

Focus includes pre race rituals as well. Most drivers like to be left alone before a round, especially when they are belted in the car. It's good to have someone outside the car deflecting traffic so the driver doesn't have to chat while he's trying to get in the zone. A driver needs the proper mix of intensity and calmness. We have had drivers that had to be calmed down once they were in the car so they were able to focus. A great driver knows how to control his emotions.

In 1993 Nathan climbed into the jr dragster at 8 years of age. We built a brand new car and by spring we were ready to get him aquatinted. The body was still bare aluminum. I started up the bone stock 5hp Briggs and Stratton on gas, and told him to drive around the asphalt at Britannia school. I guess I didn't realize that I had to tell him which was the brake, and which was the gas pedal. I did have the foresight to remove the nose piece before turning him loose though. He hit the gas and didn't know how to stop, ended up with his feet simultaneously planted on the brake and the gas. He hit a concrete curb at about 20 mph, stopping him dead. The chromoly front end held up well and after some more practice, we headed out to the track. Both Troy and Nathan got their licenses in a few days.

Troy won his first race meet in Calgary that year, while Nathan learned how to cut great lights.

In 1998 Serge Dion, George Sitko and myself put together a new top alcohol dragster. I have built close to 20 dragsters, and they were all very nice. This one was special though, sometimes that just happens. The fit and feel of the car was majestic, as was the royal blue with the flip gold paint. My dad put the motor together and Serge made an arrangement to pay for it, kind of a rent to own deal. Serge had never driven a race car before, so he booked a licensing session at the Drag Racing school in Palmdale California, right after the 1999 Winternationals. The car was a pink and white super comp dragster, and it ran pretty rough. It hiccuped every time it launched, but once it got going it was fine. The steering yoke was cocked sideways about 30 degrees, which led to an unnatural driving position. I thought about fixing that, but the car was so narrow that the trans shifter would have gotten in the way. Not a perfect scenario, but we just wanted to get Serge some seat time and a license that he could use to upgrade to Top Alcohol Dragster. Serge made some short launches, then achieved decent half and 3/4 track speeds within 5 runs. One more pass was clocked at 170 mph at the finish line, which was enough to earn the license. We were intent on making a couple more runs to get more comfortable, but a broken wheel stud ended our day.



continued on page 46

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**The Quicktimes Fall Swap Meet
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**Westerner Park has assured us the event's a go
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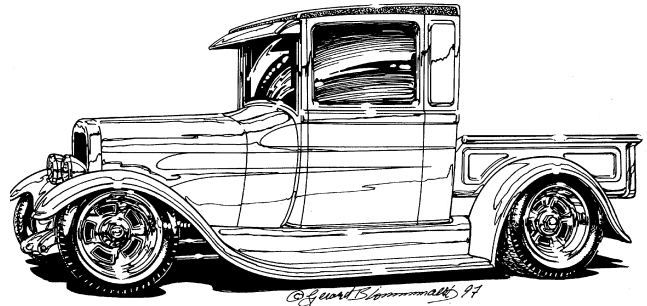
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J1



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Serge would return home to license in the TAD in May; his experience at Palmdale actually made the upgrade very easy. Nathan's licensing in 2002 was very stressful for Irene and I. We were sticking a 17 year old kid in a 2000 horsepower dragster. For the past 8 seasons both boys had wheeled a 5 hp junior dragster. It was a phenomenal learning experience for them, specifically for learning how to stage, how the lights work, and how to deal with the pressures of competition. The acceleration and danger level shot up exponentially with the blown dragster. We worked up to it slowly; the first time he was strapped in the car we just towed it down the track. The second time he staged the car and idled down the track. This got him the feel of the clutch and motor, and the space association of the keeping in his lane. He also experienced the feel of pulling the fuel shut off, and of having the engine lean out and die, then angling into the turn off.

The first time he was actually going to launch, Irene and I both thought "what have we done?" After Nathan backed up from the burnout and pulled up to stage, we stood together behind the car in trepidation. The launch was only 100 feet, and we both breathed a sigh of relief. After that, it wasn't too bad, and a dozen runs or so later he had his license. Said Nathan; "I remember in my first couple passes in the dragster- everything happened so fast. I remember doing quite a good burnout actually! After backing up and staging the car, hitting the throttle shocked me at how quick the car moved, and I think it was a planned shut off like 100' or something. Felt like I drove it way further than that. When the team came to pick me up at the end of the track, they told me I was on the throttle for about twenty feet! It definitely took some time for my brain to catch up so I knew where I was on the track. When we switched to alcohol funny car it was quite the culture shock. It sounded different, felt different, and definitely looked different from every driving aspect. The first passes were a bit eyebrow raising, since I was used to the small steering inputs required (most of the time) in the dragster to keep it in the groove. Got up cozy with the wall on both of the first passes that day and went home feeling like we made an error in our switch to FC. After some chats with a few experienced funny car drivers and some more runs down the track I got comfortable pretty quick. It surprised me how much you had to turn the wheel in the funny car, but now- it's just as natural as breathing. "

Mostly it went the same with Troy, but somehow it was different. As a family, we had already been through it, and I believe Troy had taken in his brothers' experience and knew what to expect. Troy seemed a little more aggressive as well, so he earned his license even quicker. They are both world class drivers now, and if either one has any weaknesses, I am not aware of it. Said Troy; "When I first drove a top alcohol dragster, I was surprised at how similar it was to the junior dragster, albeit much faster. The steering, point of view, and how the car reacts to bumps and dips in the track are much the same.

When I moved to funny car, the differences were quite apparent right away. The most obvious part is the driver's perspective and how much louder it is behind the motor than in front of it. The funny car reacts a lot differently and requires a lot more action on the steering wheel - if you steered a dragster like a funny car, you'd be in trouble. A funny car driver can feel every little bump, spin and shake the car goes through on a pass, and can feel a lot more when something bad is going on in the engine and drivetrain. A blown altered is similar to a funny car, but times ten - not for the faint of heart."

Kenny



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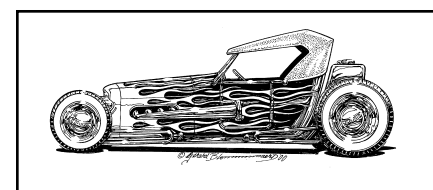
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