

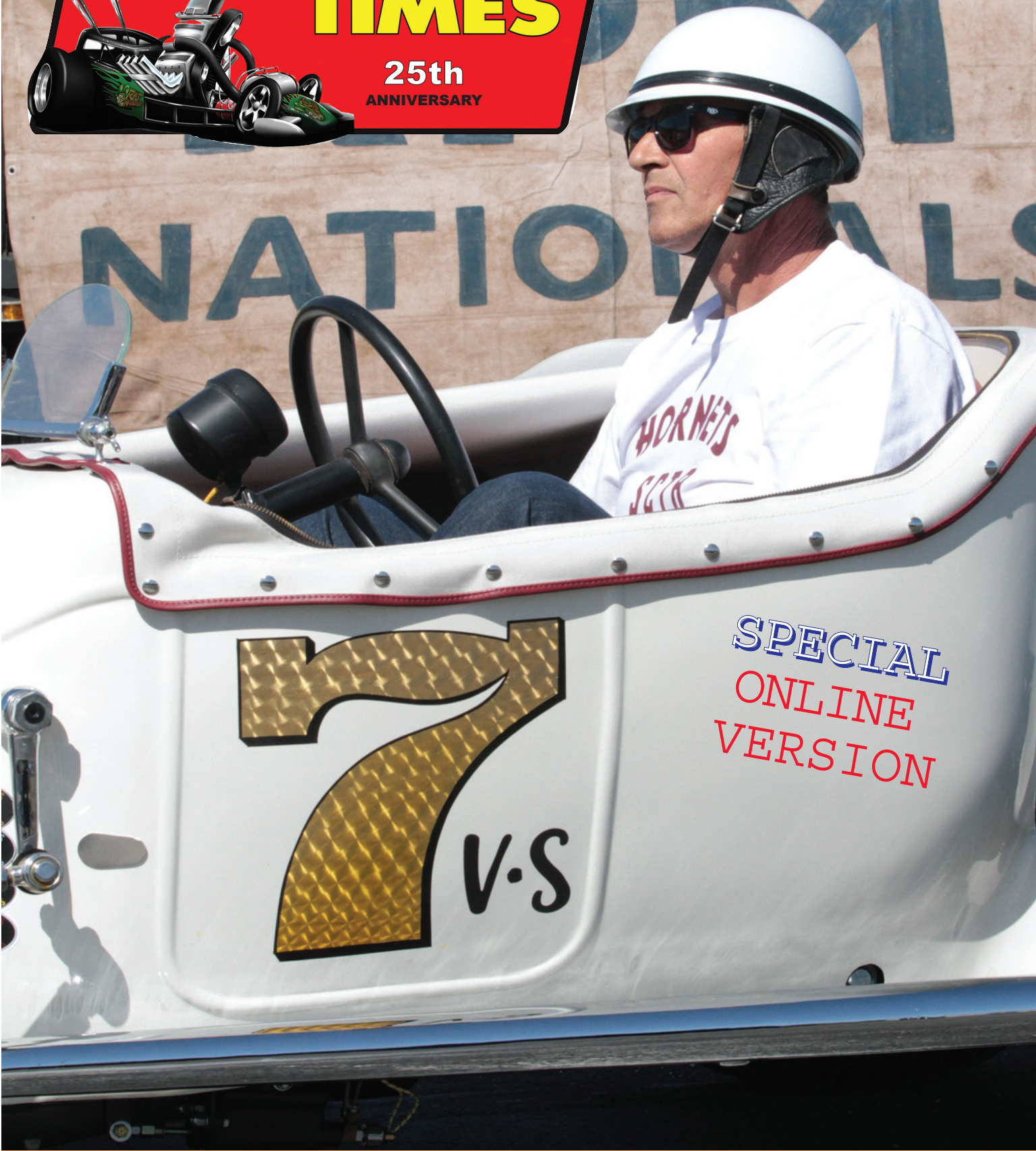
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NOVEMBER 2020

Volume 26, Issue 11



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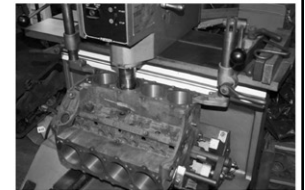
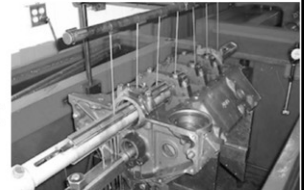
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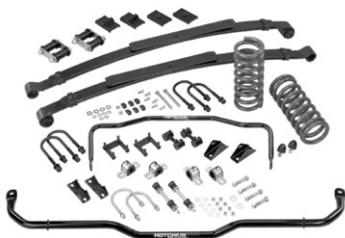
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Out & About

I've been asked a few times in the last day or two what people need to do before they put their car/engine away for the year. A few simple tasks that will make everything/everybody a bit happier:

1. Fog your engine! I like the CRC Engine Stor Marine fogging oil (blue/white can). One can will last you for years, don't buy a case. Spray down the carb for a few seconds with the engine idling and shut the ignition off while doing so. Then I like to pull the carb off and spray a little down each intake runner (basically impossible on crate engines because the dual plane intake). Pull the headers off and coat the exhaust valves nicely. Then pull spark plugs and give each cylinder a few seconds worth. Finally, turn the engine over a few times (ignition off!) to coat the cylinder walls and let it get through between the valve and valve seat. This keeps the rust at bay and helps your valve job and ring seal stay good. Good valve job, good ring seal = power.

2. Drain/clean your carburetor! A good practice on any of them but EXTRA important if running oxygenated fuel! (D109, CHP, etc) I like to pull the carb off, pull the float bowls off and hose everything down good with WD-40. If that's not in your skill set, pull a float bowl bolt out, let the fuel drain, then roll the carb around upside down to get as much out as possible. Re-install the bolt. Then spray WD-40 down the vent tubes for several seconds and roll it around again to disperse it.

3. Valve springs. Crate guys/gals you should back your springs off unless you're due for a new set at the beginning of next season.

4. If heated shop, jack the car up and put it on stands to get the tires off the floor, if non heated, pull the slicks off and store them in a heated environment.

5. It wouldn't hurt to get some Peppermint oil, you don't need a lot, drop some on some cotton balls and place on a plate inside the car. Mice can't stand the stuff!

6. Get the car cover on, makes it alot easier to clean it up in the spring.

Pretty much all I have on this topic, hope your cars winter well as we have 4 or 5 months of it here in Canada, can't wait till Spring....



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RPM Nationals

Doug Adams

Greetings Quick-Timers! After six months of doing absolutely nothing, the last month has been quite eventful. As I wrapped it up last month I told you that I was going to be attending an event that would be a first for Quick-Times and that my media credential had been approved. As it turns out, all that was true and I was genuinely excited to be heading off to cover this event.

I don't why I didn't go to this event last year but, I'm pretty sure it had something to do with work. I just hate missing an event like this when it's so close to home and knowing all my friends were out having a good time and I was stuck at work.

Here we are a year removed, all is well and I was heading to the historic Santa Margarita Ranch for the 2020 edition of the RPM Nationals, eighth mile drags. Somehow the folks of RPM managed to keep this event on the calendar despite all of the regulations being put forth by our illustrious state government. I think it was due in part to holding the event on a private facility and the omission of spectators that played a big part in making the RPM Nationals a reality. Granted we still had to wear a mask and keep our distance but hey, cars were racing and that's a good thing.

The Santa Margarita Ranch sits at the top of the Cuesta Grade, a long hill that takes you from sea level to around 1020 ft elevation, just north of San Luis Obispo along highway 101. Aside from a few towns to the north its pretty much wide-open agriculture space between here and Salinas.

Santa Margarita is far from a booming metropolis, the main drag through town is maybe a half mile long at best with no stop lights or stop signs, just the basic amenities. The area is rich in California history dating back to the native tribes, the Spanish explorers of the 1500's, the Franciscan Missionaries of the 1700's and ultimately the land grant of the 1800's that secured the acreage of the current ranch. This place is truly part of the wild west. And you couldn't survive the wild west without one thing (sorry I had to) horsepower, four legs or four wheels! Today was a celebration of the four wheeled kind courtesy of Henry Ford!

In searching for a little history on the origins of the Santa Margarita Ranch airfield, I didn't find the kind of history I was hoping for. The airfield came to be in the late 60's and remains private. I was hoping that it might have tied into some of the lost dragstrips of the central coast like Santa Maria or San Luis Obispo. Both of these track were airports and fighter training bases back in the 50's. But regardless of the history this old, lonely, strip of asphalt was about to come to life for the RPM Nationals.

The background of the nationals as gleaned from their website is, body styles up to 1936, representing a 1950's or earlier hot rod. No modern upgrades allowed. All cars must represent a car that is or can be registered, removal of certain parts for racing is allowed. Power plants are limited to Ford 4 cylinder "Banger" or eight cylinder "Flathead" and may include an overhead conversion and or blower.

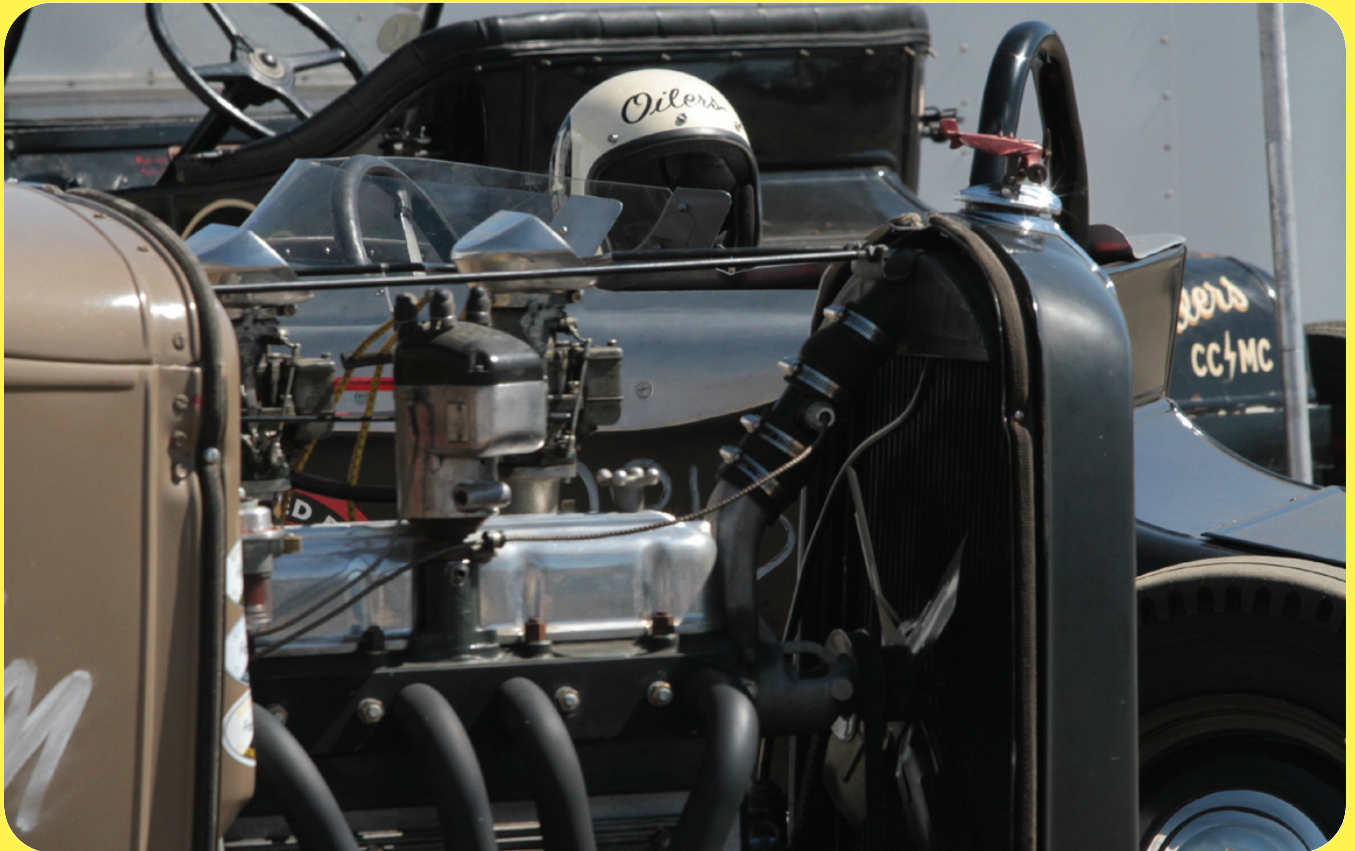
The eighty two entrants were divided-up and set to compete in six different classes, street, street with power adder and full race each class having a category for four and eight cylinder engines.

The mood was fairly relaxed but as always if it has an engine and wheels the competition becomes fierce, quickly. The rules of the day and staging directions were the topics of the drivers meeting with an emphasis being put on sandbagging, which was going to be watched closely. There are no timing devices at RPM just a flag starter and several finish line observers so, sportsmanship is paramount. If the race is too close to call, they line up again and race, which did happen.

In my opinion the most contested class of the event was V-8 street. I was a little lost on how they paired the cars but in the end, the cream rose to the top and the class of the field faced off in the final. Timmy McMaster in his T and Jay Dean in his T roadster. The much anticipated race was pretty much over as when the flag dropped. Dean had a mechanical malfunction and couldn't get the roadster into second gear. Timmy took the win but, I'm sure both drivers would have wanted to cross the finish line door handle to door handle. I'm fairly confident these two will line-up to settle it fair and square at some point in the future.

RPM Nationals

Doug Adams



Body styles up to 1936, representing a 1950's or earlier hot rod. No modern upgrades allowed

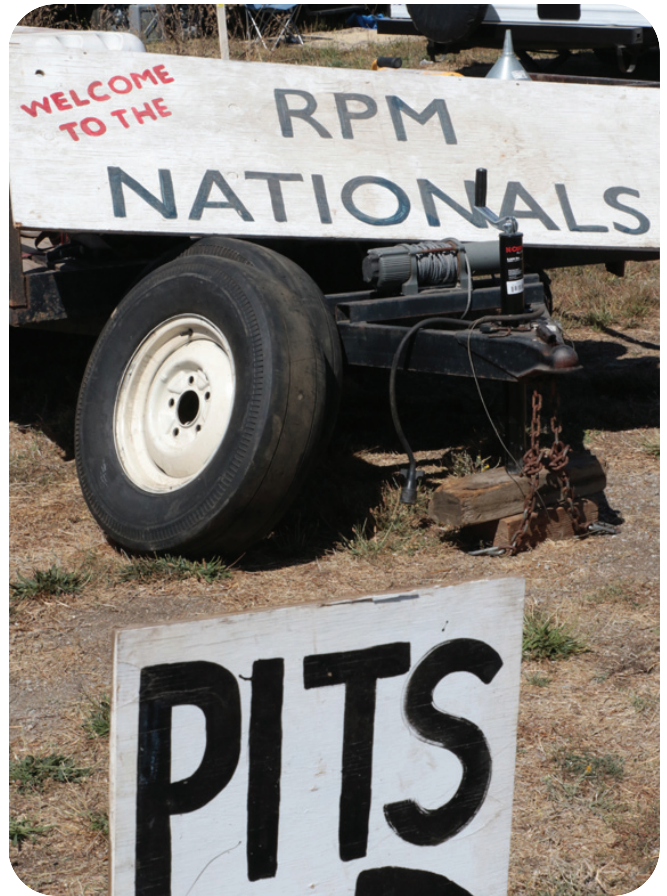


I have to give the heartbreak of the race award to my friend Rochelle Pall of Bear Metal Customs. Rochelle won the four cylinder street class last year and was well on her way to another win. In the semi finals Rochelle was asleep at the flag and her opponent left her sitting. Rochelle's husband Jason said I gave her the car, she had to do the rest. Again, there's always next year.

As for next year I hope the spectators, vendors and swap meet return and this pandemic nonsense is well behind us. Everybody should be able to experience this little trip back in time. It's such a cool little slice of car culture, seeing car clubs like the Hornets line-up to face the Aces and drivers with cool nicknames like Blacktop Betty and Rockabilly Jesus square-off for a shot at hot rodding glory!

Thanks to The RPM Nationals for a great day of racing at the ranch! Well gang that's going to do it for me. Up for next month is Nitro Revival 4! Until then, enjoy the photos and be kind to each other!

Doug



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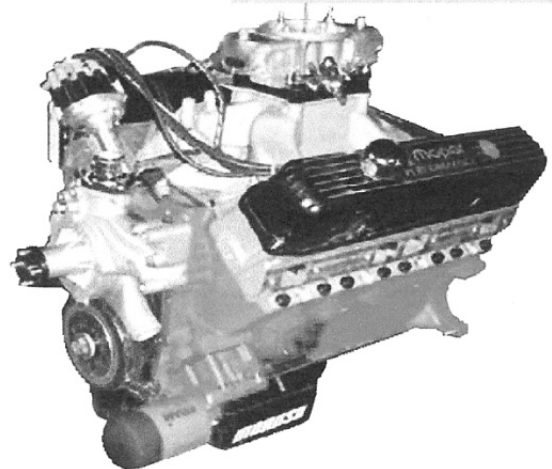
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Perhaps short block. Perhaps 400 specific cylinder heads. \$1000 call 780 239-7342 O1

Parts for 1999-2004 Mustang. I have new, unused Maximum Motorsports front camber plates (MMCC9994) including all spacers, bump stops and instructions - \$200US new, priced to move at \$150CAD Steeda rear upper control arms with heims (555-4101) used two race weekends - \$230US, deal at \$100CAD Steeda upper differential spherical heim bearings (555-4103) used two race weekends. \$75CAD I also have a new, unused 46 inch by 5 inch plastic wing kit including aluminum pedestal mounts, end caps and all hardware - \$40 ? I'm open to reasonable offers, all parts located in Edmonton. Please text or call 780 909-4867 O1

Selling a 2004 Cosby Jr dragster comes with a Blockzilla 8.90 motor and a Huddleston clutch, also has a Mycron 4 data logger. Brand new front tires also the Seat belts are new this season, with update SFI roll bar foam pm me for details \$5250 call 403-819-3861

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

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Rich Bedford



Rich did some travelling this year and I asked him to send me 12 highlights of the year...here they are, thx Rich



Rich Bedford



Rich Bedford



Rich Bedford



Rich Bedford



Rich Bedford



Parts Bin

e-mail don@quick-times.com

Bowtie II Victor Jr intake manifold SBC part #2972 \$300 OBO-BBC Eagle rods #CRS61353D ESP H-Beam ARP 8740 \$400 OBO-2 Barry Grant 280 fuel pumps, rebuilt \$200 ea OBO-Holley fuel pump pro-150 \$100 OBO-Several Holley fuel pump pro-110 \$75 OBO, SBF cam and lifters Edelbrock Performer RPM #7182 brand new in box \$200 OBO-1 pair SBC 492 angle plug. Many hours into porting 2.05 int. 1.60 ex .150 milled off big springs, stainless valves. Very good hardware 1200 OBO-Brand new 1.6 Harland Sharp's Roller rockers red anodized SBF \$300-ZL1 intake manifold GM replacement part #3933163 Open to offers-LT1 intake manifold part #14044838 Open to offers-Standard steel LT1 crankshaft with large balancer \$500 OBO, Big block Chevy 427 crank nitrated, rods and forged 11:1 pistons .030 balanced assembly \$1500-315 x 15 pro drag radials (3 runs) \$500 obo-29 x 12 x 15 Mickey Thompson slicks (6 runs)-26 x 8.5 x 15 Mickey Thompson slicks brand new \$500-1 drum C-23 \$1200 obo phone or text 250-801-4811 N1

Aeromotive pump/cell- 20 gallon fuel cell- twin walbro 450 pumps in a Aeromotive dual phantom hat.- extra \$200.00 comes with the original 340 Aeromotive pumps, \$650, call403-831-9751 N1

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Tci 4180e flex plate Tci part number 399754 sfi rated flex plate, used for 5000kms would still be on the truck but torque converter i bought doesnt use the same bolt pattern. Looking for \$200 located in fort Saskatchewan call or txt 780 265 4340 N1

Aluminum Indy Maxx Block and Crank Will NOT fit standard b/rb heads. Will only accept Indy

600-13 heads, new Indy predator heads and I believe Brodix also makes an option. Will only accept Indy Maxx wide oil pan. Has been windowed in 2 spots and repaired. Was ran like this by previous owner. Bore space is 4.55" Bore space is 4.84" Taking up space in the shop and has just been sitting. \$3500, Call or text Kay at 403-909-8576 N1

#462 Double Hump Ported Heads 64cc 1.94/1.50 Stainless Valves Z28 Springs complete fresh rebuild \$950, WORLD Sportsman II Iron Heads 200cc/64cc 2.02/1.60 Stainless Valves COMP Springs complete fresh rebuild \$1400 call 250-826-8469 01

Mallory sprint mag and coil in original carrying case. See part number in pics. Distributor drive gear is missing. \$600, Call or text me at 250-319-5501 01

33.5x16-15 Hoosier slicks Weld Prostars 15x15-4.75bp-7.5"bs, tires only have a handful of passes 5.5/32 tread left on them \$1000 both call or text 306-921-6909 01

Ford racing 4:10 gears 100 bucks Ford racing 3:55 gears 100 bucks Energy suspension motor mounts 100 bucks PA engine/trans block plate 50 bucks BBK adjustable clutch quadrant adjustable 60 Auto meter 6310 digital fue llevel small dent 50 Auto meter 3361 electric fuel psi 150 bucks Mustang smog pump delete pulley 50 bucks Msd 8205 blaster coil 50 bucks 351w timing cover and water pump, new just dirty from moving, wrinkle black 100 bucks call 403-542-4458 01

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N1

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N1

7 Used Mickey Thompson racing tubes, 11 X 15 natural rubber, \$25 each tube, pickup or ship on your dime, for more info contact Phil @ 306-937-3188 days or 306-937-2244 evenings.

O1

350 small block Chevy forged steel crank. Casting number 1182. Mains and rods are still standard size and may clean up with just a polish. Crank is all original and has never had any work done to it. It just has some minor surface rust due to it sitting for a long time. \$250, Call or text me at 250-319-5501

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Used set of pro jacks for sale .Good shape used for 2 racing seasons. Jacks will only fit a dragster . \$3200 obo located in Calgary. Call 403-771-2886

S1

Big block Chevrolet headers to fit 1955, 1956, 1957 Chevrolet cars Part number d354 they are brand new and ceramic coated and no these amt fender well headers these are in mint shape and never been installed 800.00 canadian and I will also ship them CALL 403-952-7081

S1

Selling an Inglese stack electronic injection manifold. comes with rails, 42lb FAST injectors and sensors. almost new condition. removed from 427 Windsor stroker. these sell for \$4100 new \$2500US shipped or pickup in calgary CALL (403)710-2930

S1

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

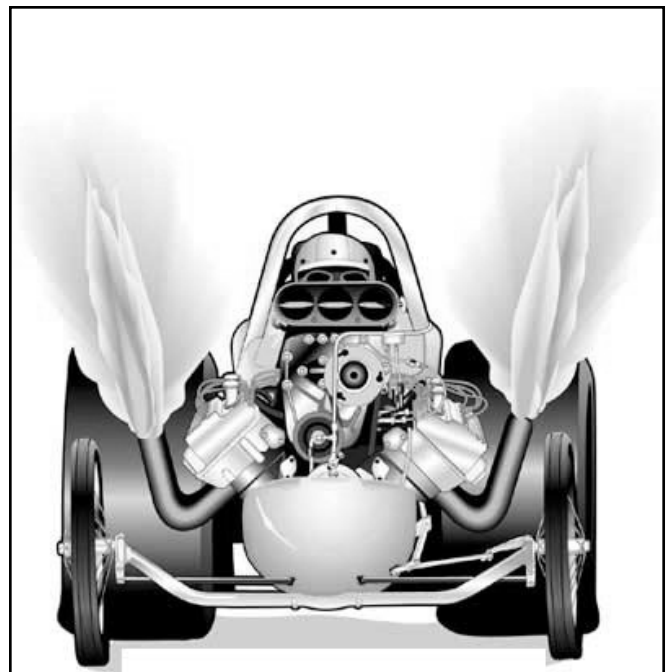
A2

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

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A2



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NEW STUFF

22 RACES FOR NHRA CAMPING WORLD DRAG RACING SERIES IN 2021



Now as many of you may know, not everyone at Quick-Times is a big fan of NHRA; instead, preferring a more local, grass roots style of racing. Despite their challenges, when NHRA speaks - some of us are still listening...

NHRA officials have announced a 22-race 2021 NHRA Camping World Drag Racing Series schedule. NHRA enters its 70th anniversary season with a new sponsor on its premier professional series-Camping World, the retailer of recreational vehicles (RVs), RV accessories, and RV-related services-and an extended partnership with FOX Sports. All events will be aired on FOX Sports with select events on the FOX broadcast network.

Fans can also expect special treats and features along the tour to commemorate NHRA's 70-year history. "We are grateful to the loyal NHRA fans and other members of the racing community who have stuck with us during the trying times of the 2020 season," said NHRA President Glen Cromwell. "We're looking forward to an exciting season of championship drag racing with fans in 2021. Thank you to our fans, racers, track operators, and partners for your continued support and cooperation."

For the first time, the NHRA season will kick off on the east coast with the 52nd annual AMALIE Motor Oil Gatornationals at Gainesville Raceway on March 12-14. The traditional series opener, the 61st annual Lucas Oil NHRA Winternationals at Auto Club Raceway at Pomona, will move to April 9-11 in 2021, starting a unique three-week spring stretch on the West Coast. The Winternationals will be followed by the DENSO Spark Plugs NHRA Four-Wide Nationals in Las Vegas, the first of two four-wide events during the 2021 campaign, and the NHRA Arizona Nationals in Phoenix, April 23-25.

NHRA's Western Swing, a summer tradition, includes events at Bandimere Speedway in Denver, Sonoma Raceway in Sonoma, California, and Pacific Raceways in Seattle over consecutive weeks.

The historic NHRA U.S. Nationals will stay in its traditional place over Labor Day Weekend, September 1-5, at Lucas Oil Raceway at Indianapolis.

NHRA's Countdown to the Championship playoff system, with the top 10 racers in each professional category competing for a championship over the final six races, will lead into the 2021 season finale, the 56th annual Auto Club NHRA Finals slated for November 12-14 at Auto Club Raceway in Pomona, California.

For more information, visit nhra.com

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for more information on Cool It FR by Thermo Tec go to www.thermotec.com Thermo Guard FR is available at local retailers near you or online.

NEW STUFF

Cometic Gaskets - LOTS of NEW & Cool in 2020!

Despite the pandemic Cometic has been on a tear this year with new product releases. Heres a few:

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"CHEVROLET GEN-1 SMALL BLOCK V8 OIL PAN
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"FORD 5.0L COYOTE TIMING COVER GASKET SET

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"NEW MATERIAL NOW AVAILABLE! .094" FIBER
METAL LAMINATED CORE

"BUICK BIG BLOCK V8 MOLDED RUBBER VALVE
COVER GASKET

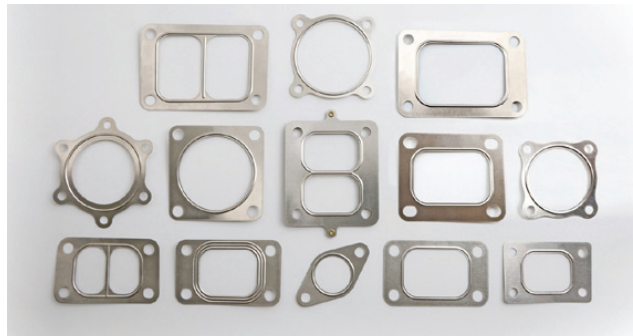
"BUICK TURBO V6 MLS HEAD GASKET

"FORD 6.7L POWER STROKE DIESEL MLS
EXHAUST MANIFOLD GASKET, 2011-2014

"Classic Domestic MOLDED RUBBER VALVE
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"SPRING ENERGIZED MLS HEAD GASKETS (SEG)
We showed you these before-AMAZING

Cometic continues to listen to and deliver the products that racers and hot rodders want! go to Cometic online to see what's available from your local speed shop or parts store!



This year the SEMA Show will be held virtually November 2nd - 6th so stay tuned for a "bevy" of New Product announcements post show! Have fun and stay safe!

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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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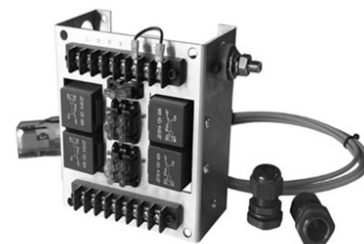
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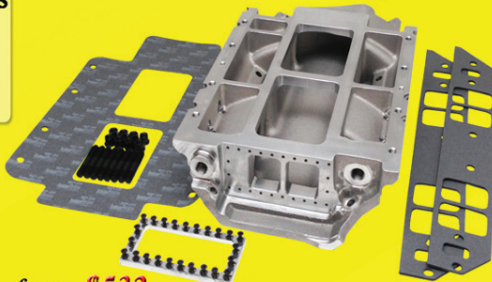
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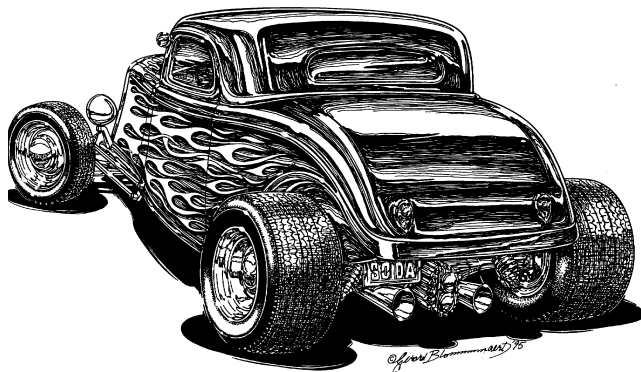
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J2

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O1



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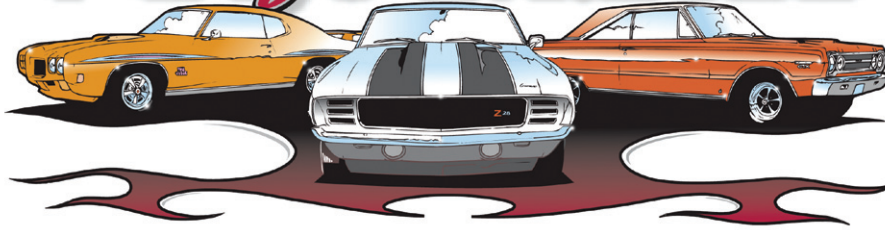


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77 Chevy, 540 with AFR 345 heads, quick fuel carb crank trigger oil accumulator has an IHRA cert for 7.50 expired 33x16x15 slicks ladder bar rear tubular front control arms with coil overs please call for more info 1-780-781-5456 J3

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

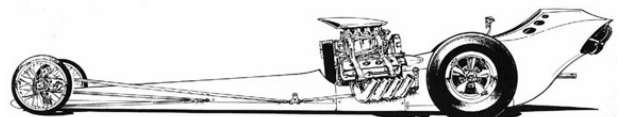
yet Set up for BBC with turbo 350 with a trans brake.
\$4600 CALL 403-815-3310 J3



Pro Street 1967 Barracuda notchback. Fiberglass front fenders with all steel body. Custom Built Allan Automotive Chassis, 2"X 3" frame rails, 10 point cage, custom built aluminum interior, aluminum dash with Autometer gauges including speedometer, Fresh built 904 transmission with Red Alto clutches, Transgo TF2 shift kit, Mopar Performance 2200 stall converter. 1969 340 engine,.030 over 10.0 to 1 compression, .550 lift street roller cam and springs, roller rockers, Edelbrock Performer RPM ported cylinder heads & intake manifold, ceramic coated block hugger headers, X-pipe exhaust with Dynomax Super Turbo mufflers, New Holley 850 Vac Secondary carb. much more, call for details, No trades, selling turn key only. Located in Cochrane, AB call or text Richard at 403-862-2945 Priced to sell at \$19,500.00 J3



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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Vega drag car roller. Not street legal but does have a vin in door jam. Roll cage with 8.50 legal spring loaded swing out. Never got cage cert'd but it will all is up to code. Ford 9" 5.67 gears 33 spline axles 31x13 slicks one half season on them. Center line wheels. Griffin dual pass rad. Hooker super comp ceramic coated headers. These are over 1k now new. Comes with motorplates for SBC also comes with stock case glide with internal brake. Case has cracks that were siliconed and didn't leak but I have a good case to have the guts swapped into. 9" 5600 stall converter. Car is very light 2350lbs with aluminum head-ed sbc. Full fiberglass front clip. Stock front inner wheel wells cut out. Easy to work on. Wheelie bars cause it needs them. Also have a complete extra Center section with 33 spline spool but one tooth is chipped on the 4.89 gears. Good spare to throw a new set for 1/4 mile use. Car will need to be re wired. It was a mess when I bought it and I just patched it up to get me by. The price is \$8000 firm. 403-846-5655



78 Nova Race / Street, Fresh 496, turbo 400 with trans brake, Fab 9 diff, 5000 stall TCI t/c \$15,000, Call or text 780 618-6470



1963 Dodge Polara 500 2 dr h/t. Bucket seats console, push button auto. Original big block car from Roseville California. Absolute rust free body. Paint job done in 2007, still in very great condition. .030 over 440. 9.5:1 flat tops. Comp extreme energy hydraulic cam. Edelbrock performer rpm manifold & new AVS2 800cfm carb. New Vancini distributor. Headers & max wedge style exhaust with cutouts done last year. 8 3/4 sure grip with 3.55:1 ratio. Rear drums can be removed without pulling hubs. SSBC disc brakes on the front. Excellent driver quality car with nostalgia super stock look. This car is extermely solid & tight. Has had a lot of money spent on it over the past years. Pictures aren.t the greatest. I can get more if needed. Asking \$34750.00 Canadian. Car is in Creston BC. Phone or text 250-428-6782 O1

1963 Falcon Wagon. Complete not running. Great project. Interior and glass is all good 6 banger auto. Needs quarter and floor work comes with a drivers quarter patch and a new headliner (not needed). Super cool. Have other plans. Located in Raymond \$4500 403-308-2237



Twister! Own a piece of History..1930 Model A coupe. Old hot rod from the 60's. Not chopped but is channeled 6" over the frame. Body is decent for the year. Has doors, deck lid and windshield frame. I have all the garnish mouldings as well. Comes with extra frame and fibreglass fenders, grill, all the old suspension parts, rearend etc. Lots of parts. Package deal \$8500. Located in Rosetown Sk. Call 306-831-7563



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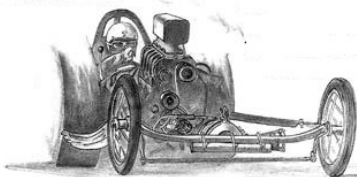


1932 Ford 5 window · Coupe · Driven 2,750 kilometers, Steel body, unchopped, 392 Hemi 700R4 transmission, Ford 9" diff, Coker firestones on American Racing rims, 4 Stromberg 97 carbs on Crager intake, Fender Dash, Lots of chrome, 65,000, Call Monty 403-809-0722 A2



1948 Fiat Topolino Altered 1575 lbs. 118" WB. Cert to 7.50, 383 chev engine on pump gas, 8.60s in 1/4 @151 mph. 5.50s in 1/8 @122 mph, Dart SHP block. Ohio Crankshaft assembly, Total Seal rings. AFR 195 CC heads comp package. Comp soid roller cam. Pro roller rocker arms., MSD Programmable Digital 7 Ignition, Pro Systems 4150 Carb, Reid powerglide certified transmission. Straight cut gears. TCS spragless converter 5500 stall, Strange 9" rear, nodular centre section. 4.11 gears, Weld wheels front and rear., Hoosier tires 33 x 17 x 16 rear 4.5 x 15 front, Double wheelie bars and single bar 7' \$27,000, email wcliff@telus.net 604-847-0029

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I have raced a long time, over 40 years. When I started, I drove for my dad and did a lot of the work in the shop and at the track. We always had a couple of guys to help too; family, friends, shop employees. Same thing a few years later when I ran my own operation. But as the cars got faster, I needed help, people with the proper skills to keep the car competitive, consistent, and reliable. One thing I always tell my crew guys; if you make a mistake, tell me. If you hide something and it bites us, you will no longer be on our team. Don't drop something into the spark plug hole and hope it will just go away, it won't. If you accidentally torque the rod cap on backwards, I would rather know now than when I am skating in my own oil at the finish line.

I have had a lot of great racing partners and crew members over the years. Some, like Wayne Barber, have helped us out since the late 60's, from the double B gas dragster to the top fuel dragster in the 70's, through the pro comp dragsters, top alcohol dragsters, and the nostalgia nitro funny car. Wayne knows all aspects of what it takes to campaign a race car, from the initial build, to the tune up, to precise between-round maintenance.

He has seen it all. Every team needs a guy like that, completely invaluable. Others on our current team, like Dan Brochu, joined recently but bring tons of experience to our group after working with guys like Jenner, Hodgson, Capp and Bonin. He is a qualified mechanic and automotive instructor, but on our team functions as a cylinder head specialist as well as overseeing the rest of the crew. I didn't know we needed one of those, but we're so fortunate to have him. I know that in the past we have slammed some heads back on the engine that had no business being there in the state they were in. After burning pistons and scorching valves the run before, it is usually not wise to rotate them at 9000 rpm again. Dan is there to make sure that doesn't happen.

Dave Hollman is opposite Dan, removing the second side cylinder head. He has also spent a lot of his life in drag racing, a big chunk of it working on Jay Mageau's blown alcohol altered, '57 Chevy funny car, and Prospector nostalgia nitro funny car. Dave started with our team as an engine bottom end guy, and has put in time with some big show top fuel teams over the years with Terry Haddock, Bruce Litton, and Kyle Wurtzel when they were on the IHRA tour in Edmonton. Same with Ed Mitton, he has tons of hours logged on nitro teams including with Bonin & Verheul, and Tim Stevenson's nostalgia funny car to name a few, and has the scars and stories to prove it. Like Dan, Eddy is by trade an automotive technician.

His primary between round task is on the bottom end of the motor with Conor Braiden (our resident Harley Davidson

mechanic), but has the knowledge and experience to step into any other role needed. They get the oil dumped, the pan off, and the first thing they do is check the rear main bearing to see if we need to change motors.

Then they are ready to shove pistons out as soon as the heads are off. Nathan's most important duty is to drive the car, but he doesn't get a free-pass in the pits. As soon as the body is off, he is disconnecting hoses and removing the blower before he, Dan, and Dave rip the supercharger and cylinder heads off. Dave helps to remove the supercharger manifold fasteners, spark plugs, wires, valve covers, clutch covers and various cables to give us access to all this stuff. I make sure the next rack of pistons & rods are assembled with good rings and bearings on them, and if I do my job right, they are ready to be shoved in only minutes after the hot stuff is pushed out. Once that is completed, the heads and manifold are installed back on the motor then Nathan moves on to adjusting the clutch (which by this time has cooled to an acceptable working temperature) and Conor and myself mix & pour the nitromethane into the fuel tank.

Mitchell Lindsay is the glue that holds us together- he drains fluids, cleans the oil pan and heads, visually makes sure everything is connected before going back up to race, and keeps the Mustang body looking pristine. When most of this chaos is under control, Nathan and I find time to download the data from the run so we can make informed decisions for the next one. The rest of the crew includes the ladies; my wife Irene and Nathan's wife Carla, who help untangle and pack the parachutes and make sure the guys take a break to eat. My grand daughters Aubrey and Peyton bring snacks to the crew, often feeding us hand to mouth. These ladies keep all of us going and are incredibly important to the success of our family-run team, we truly couldn't do this without them.

Crewing on anything with a blower on it is a major commitment. Most of the work is done in the shop, and it is tough for crew to be spending so much time away from their families. Crew guys that have done this for a long time know the deal, and as car owners, we really appreciate what they do. Their compensation is the thrill of the competition and the satisfaction of being a part of making the car fast.

Most race teams can't afford to pay them monetarily. Our guys know that it is all we can do to get to the race track. The parts in the car are the best they can be, and the drum of nitro waiting at the track has used up any funds we had left. Sometimes the fuel has already been worked into our round money; it's getting so expensive. A drum of Nitro currently costs \$1800 US, in Edmonton we pay \$2800.

It is ridiculous. A drum lasts barely 4 runs including warmups, so by Sunday, if we are going to go rounds we need to dip into another one. Some say we shouldn't run a nitro funny car if we can't afford it, but it is our passion, our reason for being, something we value even more after all this this Covid crap. I mean, we have spent many years gathering the right parts and pieces and have lots of spares, so if we can scrape up enough money to get us from race to race, it's what we live for.

Our stuff is 3 or 4 generations behind what the big guys are running, but it is mechanically sound, and it sure feels good when we run a representative number or we win a round. That's something we intend to do more of in 2021, win rounds.

But I digress. Back to the guys/gals that keep us going race to race, year to year. Most will never be nominated to a hall of fame, but they are definitely worthy.

As stated earlier, crewing on any kind of blown drag car is a big commitment. Most of our guys have stood the test of time; they know what it takes. Whether our guys are cylinder head specialists who make sure that this part will perform flawlessly run after run, or they have the skills necessary to get the car to the starting line after a complete engine swap, these people are instrumental in our success.

About an hour after being wounded from the round before, this combination of talent ensures that there are no leaks and no omissions no matter the circumstance; the car should look and perform as if it was freshly built from the shop.

I always try to teach our guys along the way, but make no mistake, I am still learning too. With so much talent on the team, it's impossible not to learn from each other.

It's so awesome to witness newbies experience all this cool stuff for the first time. The look on their face is priceless when the car rotates the earth on a launch. The rush they experience when we run a personal best and beat the guy in the other lane, all after having the motor stripped down to bare bones less than an hour earlier. Seeing their surprise when other teams come over to thrash the car back together so we can make next round.

These are priceless experiences, and, are some of the reasons the hook gets set so deep that for most of them, drag racing becomes their passion for life.

Kenny



1968 Dodge Dart Grill, Nice overall driver condition - good for driver or restore it. \$175, 1968 Dodge Dart Rear Trim Panel, \$130, Nice overall condition - good for driver or restore it. Call /Text: 780-908-3990 N1

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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

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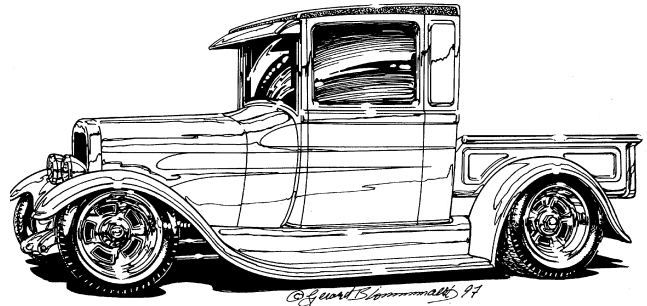
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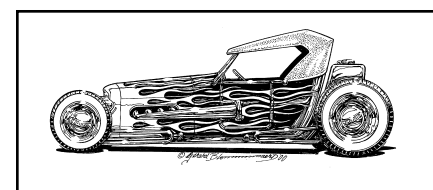
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