

QUICK TIMES

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DECEMBER 2020

Volume 26, Issue 12

SPECIAL
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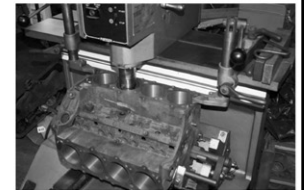
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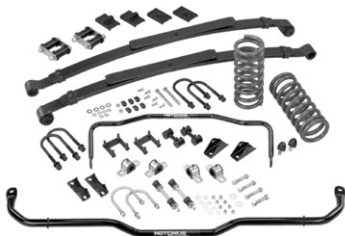
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Out & About

'Tis the Season

Why was the snowman smiling?

He could see the snowblower coming down the street.

What do priests and Christmas trees have in common?

Their balls are just ornamental.

Why is Santa so damn jolly?

Because he knows where all the naughty girls live.

What's the difference between snowmen and snowwomen?

Snowballs.

What do you call an elf wearing earmuffs?

Whatever the hell you want. He can't hear you.

How is Christmas just like any other day at the office?

You do a bunch of work and some fat guy in a suit gets all the credit.

What do you call Santa's helpers?

Subordinate clauses.

A little boy wrote to Santa Claus saying, "Please send me a sister."

Santa Claus wrote him back, "Okay, please send me your mother."

What do you call a kid who doesn't believe in Santa?

A rebel without a Claus.

What do you call a broke Santa?

Saint Nickel-less

What nationality is Santa Claus?

North Polish.

What do you call an elf who sings?

A wrapper!

Wishing you all a Merry Christmas.



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COVER Doug Adams pic

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Nitro Revival

Doug Adams

Greetings Quick-Timers, I hope all of you are well. Everything is as good as can be expected down here on California's Central Coast, I'm just waiting to start a new year with a fresh outlook on the future, as gloomy as it already seems.

Just as I was getting ready to sit down at the keyboard and type this out I found myself in the dentist office having a broken crown fixed. During my 3 hour and 15 minute visit I got to listen to a satellite radio show featuring music of the 80's and 90's. They played everything from top 40's to TV theme songs and everything in between. I couldn't help laugh when the theme song from The Fresh Prince of Bel Air came on. You know the lyrics, "This is the story all about how my life got flipped turned upside down". I immediately thought all they need to do is change it from "My Life" to "Our Lives" and we would have the opening line for the anthem of 2020!

Things were starting to look better for a month or so before it all quickly fell apart. I was on track to go to Nitro Revival, had my accommodations made, my press credential in hand and my camera gear ready to go. About a week and a half before revival Los Angeles County went back to Red for C-19 and that was all she wrote for large outdoor gatherings, revival was postponed yet again.

Since my wife and I had already committed to spending the weekend with our friends in Fullerton we just continued along with the same travel plan. The only change would be I would not be going to revival. My wife would get to visit her friend and Chili Dawg would get to see his buddy Smitty.

Now, with no need to rush, we changed our departure from Thursday night to Friday morning. I was a little leery of the travel situation since our presidential election had just taken place and there was no way I was going to drive into any kind of riot or disruption of traffic on the freeway. All things considered, good, bad or indifferent, there was no civil unrest in the south-land...we were good to go!

Even though revival was not happening I still brought a camera with me because the donut shop was still a possibility, even though I was just there last month plus, there is always a chance of running across something car related.

The promise and hope of going to any type of car event was washed away by a tropical depression or something of that nature that was blowing in from Baja. It's a little early in the year for rain but, we have also had two mornings below freezing, in the first week of November. I can just hear all of your hearts breaking for California and their two days of freezing, you probably have a foot of snow by now. But, hey it's the price we pay!

Friday came and went with crazy strong wind and a few down-pours but my friend and I were still poised to get up at 5am and drive to the donut shop. The deal is, if we get up and it's dry, we go. When 5 am rolled around it was dry and we were on our way. About two miles from the house it started pouring again but, we were up and out so we continued to Huntington Beach. By the time we got to the 405 Freeway the clouds were broken and you could see stars. Unfortunately it was too late, the forecast and early morning rain had kept the faithful at home.

When we arrived at the corner of Magnolia and Adams we saw an empty parking lot. Sure, a few diehards were there but not the usual packed house. The only bright spot in the morning was that we got to have a decent cup of coffee and a tasty donut before we were back on the road to Fullerton.

For a moment I considered going to the Hi-Performance Swap Meet in Long Beach on Sunday morning but logistically it just wouldn't have worked out plus mother nature was still a factor. I gave it the old college try but I guess it just wasn't meant to be! I'm cautiously hopeful for the future, there are a few things going on around here, the Pismo Donut shop is always good on Thanksgiving weekend and there are a few cruise nights that are happening.

Nitro Revival Doug Adams



I had a last ditch chance to drive out to El Mirage this past weekend of November 15th but, there were more important things to do. We lost a valuable teammate at work last week. This past Sunday we had a celebration of life for him at his favorite ice cream shop, a fitting send off since his service was private and he loved ice cream.

I'll be back next month with something, don't know what yet! Until then, be kind to each other and enjoy the photos.

Doug

Well gang, I guess we just settle in for the winter and see what happens next. All of the racing is over for the year and out of all of the series that I follow I think there was only one champion that I was happy for and that was Chase Elliot in NASCAR. I followed his dad before Jeff Gordon came along and now that Jeff is retired I'm pulling for Chase. I would have loved to see Tommy Johnson bring home the funny car championship but it didn't happen. Doug Kalitta's chances ended in the first round and even though I don't mind Erica, Pro Stock just doesn't do it for me anymore. I won't even talk about Formula one!

For this month we are going to look back at the past three Nitro Revival events, NR-1 at Barona, NR-2 at Laguna Seca and NR-3 at Irwindale.



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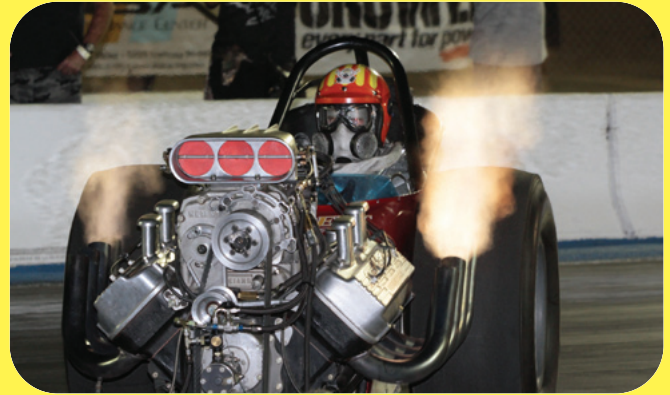
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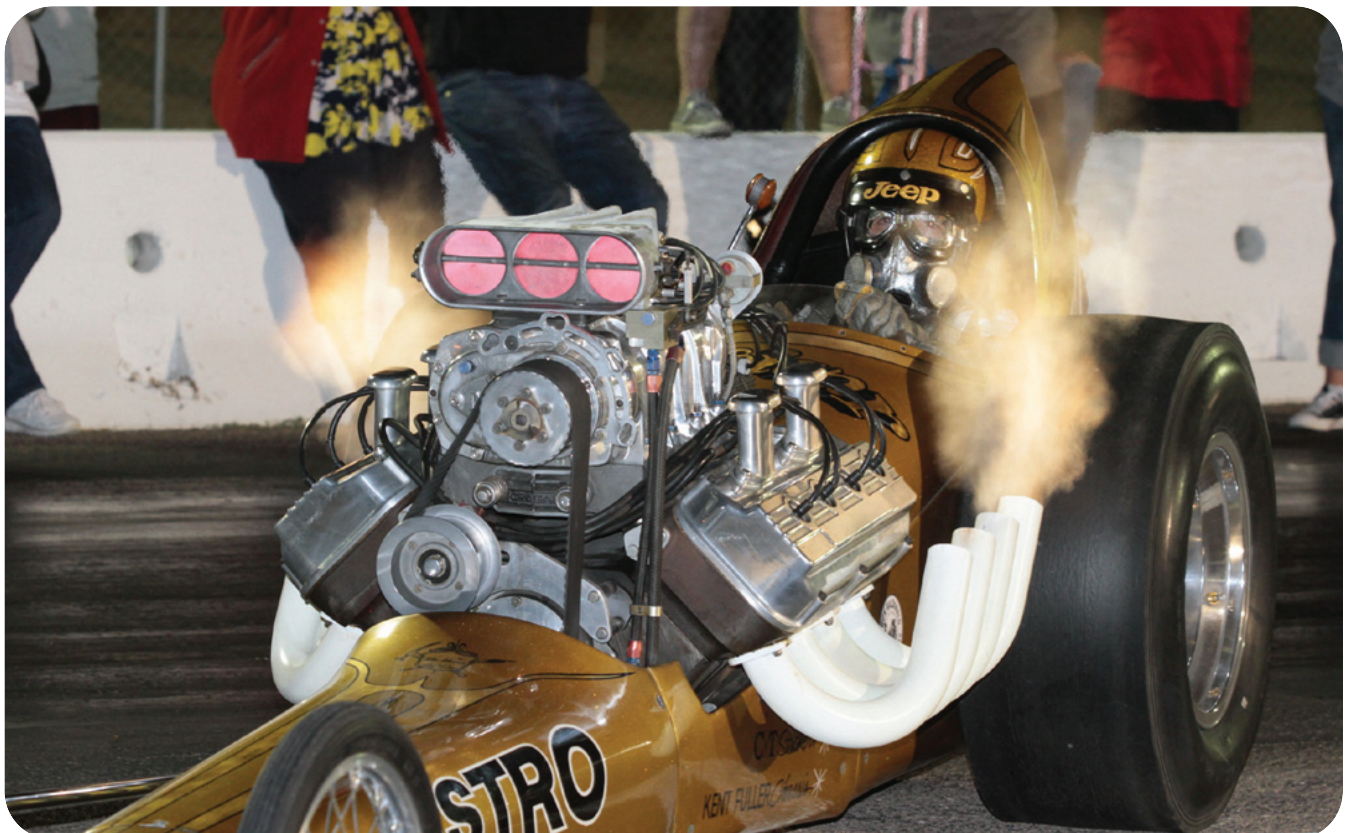
Nitro Revival

Doug Adams

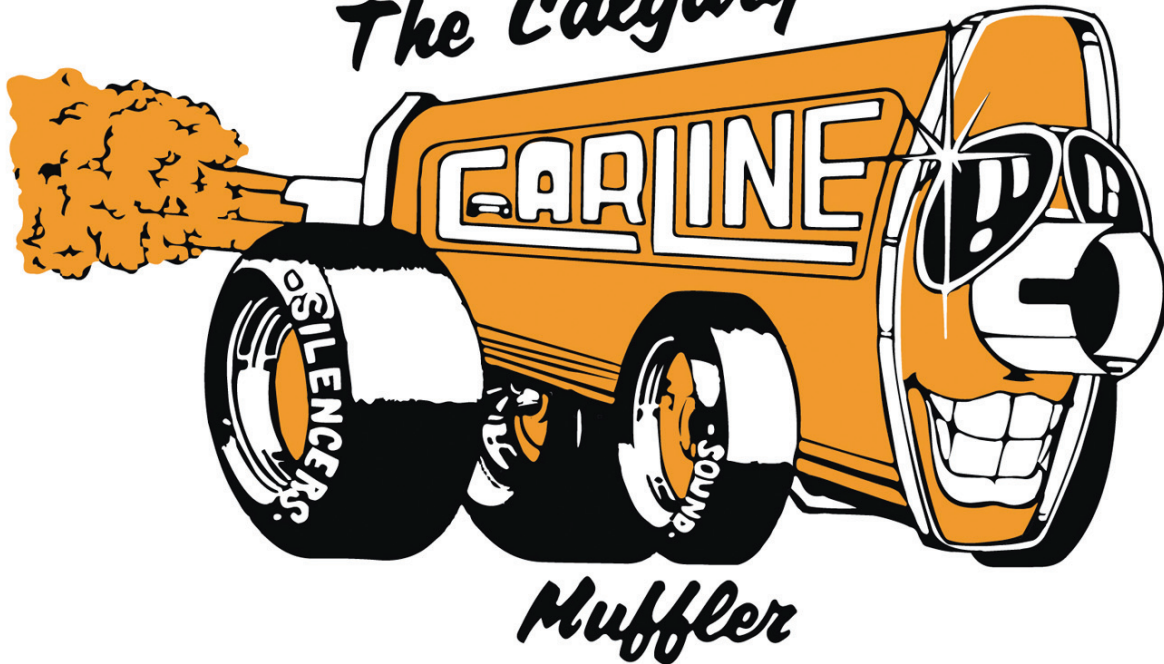


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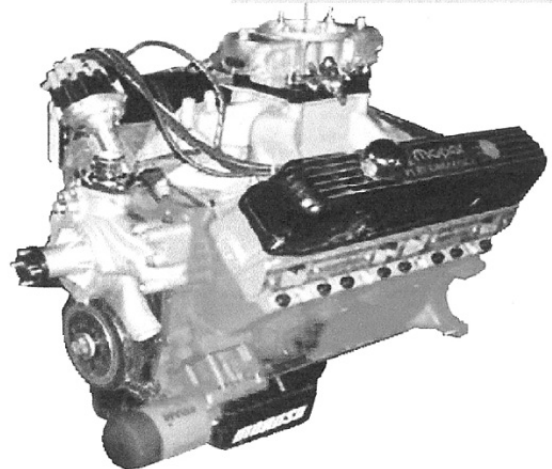
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Doug Adams



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D1

454 BBC street motor fresh build never fired just making room for a new project so don't need this anymore It is a 2 bolt block with all new bearings fel pro gaskets throughout, gm polished crank (.10) speed pro H110CP .30 over coated pistons .340 dome height with Mahle rings file fit, upgraded valve seals and locks. Comp cam 284 extreme energy flat tappet hydraulic,double roller timing set, melling lifters, chrome moly pushrods, performance world rockers 1.7 ratio, weiland action plus intake, port matched edelbrock aluminum heads,ARP head bolts. Inner valve springs removed for break in need to be reinstalled \$6500, call 403-548-5566

D1

598 Merlin with Brodix heads and intake. 1000cfm Demon Made 730 HP on pump gas and was built for reliability. It has less than 10 hrs on it in my boat. Most of it at less than 1/2 throttle. Was checked by Strategic Machine when pulled and it's all good. \$12000. CALL Dean 403-862-0632

D1

BBC 540 Cubic Inch Blown Alcohol Engine Manifold to Pan Dart Big M 4.500 Bore 10.200 Deck Billet Splayed Mains New Cam Bearings Fresh deck Scat 4.250 Double Keyed 4340 Crank Brand new Manley Rods Good used Brooks spare rods JE 4.5 bore pistons Stage 3 Alan Johnston Billet BBC cylinder With T&D 1.7 Shaft Rocker Assembly Head Solid No water Indy Intake with Burst panel and port nozzles \$10,750, call Shawn 778-878-7244

Destroyed 440-4.375 bore,3.217 hemi crank,Crane blower cam,JP-1 gear drive, new ARP main and head studs, new Precision solid lifters, Ross blower pistons, new Speed Pro Rings, new Clevite 77 main and rod bearings, Keith Black oil pump,aluminum main caps, stud girdle.Brooks 88 aluminum rods.I would suggest buying a new set of rods. \$2000, call 780-995-4155

1969 Olds 455 Engine, Bored 0.030 over (461CID). Balanced, zero decked and stressed relieved. Forged pistons. Double rolled timing chain and gear set. W30 cam shaft. Brass frost plugs. A high volume oil pump. Comes with felx plate, oil pan, water pump and balancer. The cast iron intake. I have the heads, how ever when the were ported the intake

runners went into the water jacket in two cylinders. Only used for 2000 km after the rebuild. Price \$2300, Call Jason at 403-348-9324

O1

Two spare Gen II 426 Hemi cranks. Standard size, will need a grind to be cleaned up. Rear flywheel flange machined off both for aftermarket drivetrain application. Located in Edmonton Alberta.400 ea, call 780-993-6276

S1

565 Big M CFE 365 heads. Engine is filled. No water. Callies magnum crank. Grp aluminum rods. Je boost pistons 10.0 to 1 compression. New rods, bearings and rings 5 passes on it. Jesel belt drive. T&D rockers. Spare set of rockers. 2 spare pistons. Spare push rods. Spruce grove. Text 780-908-1162

BBC 540 rotating assembly. SRP 10 1/4 forged pistons 4.500 bore. CAT 4340 H beam steel rods. RPM 4340 steel crank. Low mileage. \$1400 call 306-540-2273

A2

Bob Prowse built Mopar 505 wedge engine. Only has dyno time on it. Forged Rotating Assembly. Webbed 440 cast block etc. Have full parts list for serious buyers. Was going to run in my dart but have since found a different power plant. Engine made 650hp/650tq naturally aspirated. Was built to run on nitrous and will handle a 300 shot no problem. Complete carb to oil pan with a quick fuel 950. Perfect for someone who wants a nice reliable n/a big block or someone who wants to spray the house down. Serious inquiries only please. \$16,000, Will trade for stage v hemi heads and \$\$\$.

Please call or text Kay 403-909-8576

O1

399 SBF Cleveland. 730 HP 558 Torque. Yates A3 heads. Scat billet crank. CP custom pistons. All good parts in motor. Block filled. \$6500, Ph Guy. 306-741-1941

O1

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426 Hemi Crankshaft. Bryant 4.150 stroke, standard main journals, standard rod journals. Dual key snout. Rear main repaired and clean bill of health from Marine Crankshaft November 2019, not run since. Very nice condition. I'll toss in a used crank gear as well. \$1750 USD, Buyer pays shipping. Ph. 780-910-7129 D1

Biondo #1 Stop very good condition \$350, CSR In-line Water pumps 1 complete (with housing), 1 spare (may split)\$300 for both, Dedenbear RPM switch works perfect. \$75 Magna Fuel MP-7006 filter, new in box 150 micron. \$90, B&M Pro Bandit Shifters - Have two with cables and your choice with Electric or Air solenoids or just the shifter. \$400 with Solenoid \$325 without, call 403-888-9900 D1

4 Carbon Fiber nitrous bottles, transfer pump, solenoids, nozzels and lines for a 250 shot. All the bottles are currently full and ready to go. Asking \$2450.00 for all 4. Contact Jason at 780 292 1538 A1

Fuel lab 1500 horse efi fuel pump with updated drivers 400 obo- Accufab 8500 series throttle body for 4500 intake series 700 obo- 10 lb nitrous bottles full of nitrous 250 a piece 4 total- Speedtech soft line fogger kit with nozzles set up for dry 2 kits but can switch back to wet 650 obo- Brodix 15 degree sbc heads 365 @700 inch lift softened chambers all c&c ported 210 intake valve 160 exhaust 58cc chamber 15 degrees 1600\$obo, Located in Salmon Arm BC Canada CALL 250-463-3271 N1

5 Spd Lenco drive with air pods and controller . No runs since going through it . \$9500 Call or text Craig for Inquiries 780-220-8700 Edmonton N1

Crane HI6 Ignition Box \$90.00, Holley 500 cfm 2 Barrel Carb 4412 list \$250., BBC Holley Strip Dominator Rec.Port Intake \$125.00, BBC 7/16 Dimple

Conrods \$300.00, BBC Eagle H Beam 6.800
Conrods.2000 bolts \$300.00 call 250-300-5571 N1

BBC Weiland tunnel ram intake (rectangular port) with two 500cfm Edelbrock carbs set up for sale. It's for a 454 Chevy. Had it on my big block in my boat but decided to go a different route. Yes the scoop comes with it as well. Asking 1250 or best offer. I am in Fort Mac about 5 hours away from the intake so I'll do my best to answer any questions. \$1250, call/text me at 780-441-9629 N1

Have two spare Gen II 426 Hemi cranks. Standard size, will need a grind to be cleaned up. Rear flywheel flange machined off both for aftermarket drivetrain application. Located in Edmonton Alberta. \$400 call 780-993-6276 O1

Selling aluminum oil pan to fit LS1 and LS6 engines. Retails for \$600 CAN. Asking \$250. Located in Stony Plain,AB. Willing to ship or can bring to Quick Times Swap Meet in October. PM me or call 780-968-5252

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 O1

Weld Aluma star 15x3.5 1.75 bs for Strange spindle mount \$450, Moroso 5 stage (fresh) BBC left side mount\$800 SOLD, SCP 4 stage BBC left side mount\$400 SOLD, Moroso tank \$300, Stefs tank \$300, carbon scoop isolator tray \$200 Duncan BC call 250-701-2329 O1

Bruno drive modified by Todd Tutterow for lock up converter. Price is in USD. Comes with some spare parts like gaskets, band. Big shaft / 35 spline output shaft. \$4200, call (780) 974-6640 O1

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383 SBC rotating steel crank, h beam rods, forged pistons 12.9 with 64cc head with new rings and bearing \$1300, call 306-763-5554

Hardens junior, 8:90 Blossom engine terminator dutches, engine has 62 passes from new, small sleeve motor, needs bore and crank to make 7:90 engine, those parts come with! This is a proven winner consistent car! Car is in Regina Sask Canada, will trade for Rolling GM PRO Car. Reason for sale son is 16 and wants big car! \$5900, Contact Darren at 306-539-9627 O1

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D1

990 gm square port heads, 2.30 intake valves, 1.88 exhausts. Mild port work. Comp 948-16 spring and Manley titanium retainers, less then 30 passes since new, screw in studs, comp gold rockers and Jomar girdles. Have a crane r290 roller with crane pop up lifters that could go as a package deal. \$2000, Phone 403 318 6233

D1

RPM Selector Box MSD works great \$75, MSD start Retard control box worked great barely used \$225, 7AI-2 MSD box worked great new plans with a new project\$600, call text or message Chris 403-371-9130

SSBC A125-2 Rear Disc Brake Conversion Kit, 1955-1968 GM full size, 10/12 bolt pattern vehicle from drum to disc brakes. They are designed to bolt directly onto your stock axle. I purchased my current 12 bolt with them installed. I can not use them because I need a different offset for a C-clip kit. They have very low klms on them. The rotors will clean up easily. Just some surface rust from sitting. There is also a new extra set of pads included. Please check the SSBC link below for fitment verification on your vehicle before purchasing. Sale is final The discs are now removed and ready to go. Local pick up only please. Will Not Ship. No waiting. No freight charges or GST. \$700.00 CAD cash firm. call me if interested or text 780-686-5025

N1

Demon 850 Carb, 1.75" blades, Comes with fittings 350 call Travis - 587.224.3673

O1

Santhuff double adjustable pro mod shocks used for 5 runs. Very good shape comes with instructions and settings. 19" to 15" travel.\$1300 call 780 235 4296

Have a ford top loader 4 speed transmission with a Competition hurst shifter out of a 1967 mustang with a 390 in it. Asking \$1700 for the pair located in St. Paul Alberta. Pm for more info. Call or txt 780-812-5750

15" Black magic fan, pushes tons of air. Installed but removed when plans changed. Excellent shape. \$210, Malcolm 403-710-4800

O1

Set of 461 Chevy heads. Date coded Dec 1963. No porting. 1.94 intake. Lots of work done to them. machined for larger springs, new springs, retainers, guides, valves. Screw in studs, guide plates. Would consider 383 parts in trade - crank, rods, pistons. Perhaps short block. Perhaps 400 specific cylinder heads. \$1000 call 780 239-7342

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

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Vega's

LAS VEGAS - All four points leaders in the NHRA Camping World Drag Racing Series finished the job on Sunday, as Steve Torrence, Matt Hagan, Erica Enders and Matt Smith claimed world championships during the 20th annual Dodge NHRA Finals presented by Pennzoil at The Strip at Las Vegas Motor Speedway.

Torrence picked up his third straight championship in Top Fuel, Hagan claimed his third career world title in Funny Car, Pro Stock's Enders won her fourth title and Smith earned his fourth championship in Pro Stock Motorcycle.

Hagan and Enders both won the race as well. Antron Brown (Top Fuel) and Angie Smith (Pro Stock Motorcycle) were also winners on Sunday at the final event of the 2020 NHRA Camping World Drag Racing Series season.

Torrence clinched his championship almost immediately on Sunday when veteran Doug Kalitta lost in the opening round. But the Texan, who became just the third driver in NHRA Top Fuel history to win three straight world titles, turned in another impressive showing by advancing to his seventh final round in 10 races in 2020 in his 11,000-horsepower Capco Contractors dragster. He finished the year with four victories, continuing a dominating stretch that has included 24 wins - and now three championships - over the last three seasons.

"I'm proud of my team -- Richard Hogan, Bobby Lagana, all of those guys who give heart and blood to be out here and do this -- it's unbelievable," Torrence said. "Three championships in three years. The success that we had, we're just a bunch of hillbilly pipeliners from east Texas and to be out here and do this is unreal. I thank my mom and dad who support me, and my wife who supports me. I don't get emotional much, but this is different. Thanks to everybody for everything. It's unreal.

"Doug Kalitta is the fiercest competitor out here and they have fought hard for so many years, I want to kick myself in the butt for robbing that guy, but it's truly a blessing to be here. I've had a lot of highlights in my career and this is going to be right up there at the top."

Brown beat Torrence in the final round, going 3.759-seconds at 315.34 mph in his Matco Tools dragster to pick up his first win in more than two years. Brown, who now has 51 career victories,

beat Tony Schumacher, Clay Millican and Billy Torrence to reach the finals.

"It feels great and it was a whole team effort," Brown said. "Everyone is working hard and we're looking forward to next year. Everybody stuck with us and it's a process. We just never gave up when the chips were down. We stayed persistent."

Hagan clinched his third world title when Don Schumacher Racing teammate Tommy Johnson Jr. lost in the semifinals, and he finished the day in championship fashion, going 3.914 at 326.40 in his 11,000-horsepower Dodge Charger SRT Hellcat Redeye to beat Ron Capps in the final round. The Funny Car year was dominated by DSR drivers, as they won every race in 2020, but it was Hagan who came out on top.

He won for the third time in 2020, 36th time in his career and handed Don Schumacher Racing its 14th straight victory in the class. Hagan was splendid when NHRA returned to racing in July, winning the first event at Indy and holding the points lead over the final four races. He beat Cruz Pedregon, Paul Lee and Alexis DeJoria to reach the final round, capping off his year in an impressive way. Hagan and Brown's victories also gave DSR its second straight double-up in the nitro categories and 67th overall.

"It's been a dogfight the whole time," Hagan said. "This race, this championship was for my brother I lost three years ago. It still hurts, but this kind of stuff, he's riding with me. We had to battle it out and I can't say enough about how proud I am of (crew chief) Dickie Venables and all my guys. They bust their butts each day and I try to drive the wheels off this thing.

"We've got a hell of a team with Don Schumacher Racing, Dodge SRT, Pennzoil, Mopar. Everybody that's been a part of this, I can't thank you enough. I love my team, I love my guys and I love everybody who allows us to do this. I also love our NHRA fans. They allow us to get this adrenaline going at 300 mph, and I just love it. I'm in awe of my guys right now." Enders made NHRA history on Sunday, as her fourth world championship gave her the most for any female in NHRA history. She clinched her second straight world title early in the day when Jason Line and Jeg Coughlin Jr. both lost in the first round. It set off an emotional celebration for Enders, but she wasn't done, rolling to her fourth victory of the season and 29th in her career.

Vega's



She beat Alex Laughlin, Troy Coughlin Jr. and No. 1 qualifier Greg Anderson to reach the final round, going 6.643 at 206.39 in her Melling Performance/Elite Motorsports Chevrolet Camaro to beat first-time finalist Kyle Koretsky. It gave Enders her seventh career win in Vegas and second straight at the facility, finishing off a challenging year in emphatic fashion.

"It's no secret that I've struggled this year, the last couple of years honestly," Enders said. "It's been an uphill battle. I speak so highly of these guys, and I mean it from the bottom of my heart. Between (crew chiefs) Rick Jones, Mark Ingersoll and Rickie Jones, (team owner) Richard Freeman has organized the most amazing group of people. All of these guys, they give their lives to this. I could not be more proud. I'm so blessed. I've never been in a situation like that where I've depended on other people to handle it for us. I love this life I get to live."

Sunday's final results from the 20th annual Dodge NHRA Finals presented by Pennzoil at The Strip at Las Vegas Motor Speedway. The race is the final of 11 in the NHRA Camping World Drag Racing Series.

Top Fuel -- Antron Brown, 3.759 seconds, 315.34 mph def. Steve Torrence, 3.740 seconds, 322.19 mph.

Funny Car -- Matt Hagan, Dodge Charger, 3.914, 326.40 def. Ron Capps, Charger, 4.463, 173.70.

Pro Stock -- Erica Enders, Chevy Camaro, 6.643, 206.39 def. Kyle Koretsky, Camaro, Foul - Red Light.

Pro Stock Motorcycle -- Angie Smith, EBR, 6.917, 194.83 def. Steve Johnson, Suzuki, 6.990, 189.07.

Top Alcohol Dragster -- Megan Meyer, 5.200, 281.07 def. Joey Severance, 7.126, 128.70.

Top Alcohol Funny Car -- Sean Bellemeur, Chevy Camaro, 5.500, 266.06 def. Bob McCosh, Camaro, 5.499, 266.64.

Pro Modified -- Steve Jackson, Chevy Camaro, 5.789, 247.47 def. Khalid alBalooshi, Camaro, 5.890, 224.96.

Top Fuel Harley -- Jay Turner, Harley, 6.390, 214.96 def. Rickey House, Harley, 6.444, 214.79.

Vega's



Vega's



Factory Stock Showdown – Aaron Stanfield, Chevy Camaro, 7.999, 170.23 def. David Barton, Camaro, 8.013, 170.71.

Competition Eliminator – Cody Lane, Chevy Cavalier, 8.504, 156.30 def. Doug Engels, Dragster, 7.279, 182.65.

Super Stock -- Terry Emmons, Chevy Cavalier, 9.199, 146.27 def. Bryan Wornor, Chevy Camaro, Foul - Red Light.

Stock Eliminator – Justin Lamb, Chevy Camaro, 10.200, 104.83 def. Mike Cotten, Plymouth Duster, 12.849, 80.63.

Super Comp -- Marko Perivolaris, Dragster, 9.052, 181.30 def. Steve Casner, Dragster, Foul - Red Light.

Super Gas -- Mike Boehner, Chevy Camaro, 10.012, 151.34 def. Roger Kato, Chevy Camaro, Foul - Red Light.

Top Sportsman -- Don Meziere, Chevy Cobalt, 6.960, 187.70 def. Bryan Warr, Chevy Camaro, 7.007, 196.70.

Top Dragster -- Bradley Johnson, Dragster, 6.318, 181.03 def. Al Kenny, Dragster, 15.783, 36.01.

Super Pro -- Devin Isenhower, Dragste, 8.022, 112.14 def. Ken Sweo, Ford Capri, Foul - Red Light.

Pro ET -- Jeff Hefler, Chevy Nova, 9.886, 120.66 def. Derick Adams, Chevy Camaro, 11.315, 111.34.

Sportsman -- John Mclaughlin, Chevy Malibu, 13.533, 94.84 def. Justin Cervantes, Chevy Camaro, 12.032, 103.87.

ET Motorcycle -- Don DePeel, Kawasaki, 8.632, 149.45 def. Robert Meeks, Kawasaki, 9.232, 141.43.

Thanks to Bob Snyder for the great pic's



Vega's



Vega's



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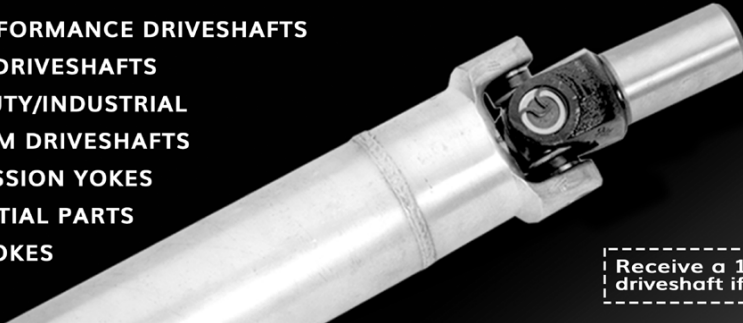
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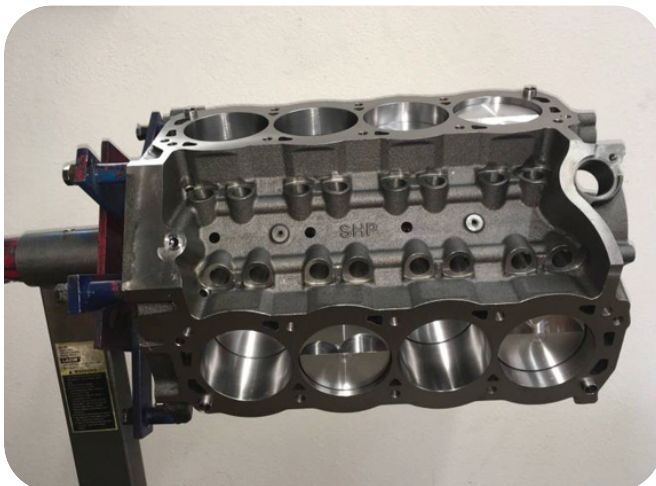
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November 11, 2020 (ANAHEIM, CA)

TREMEC releases their new compact 5-speed transmission called the TKX. The TKX is perfect for a restoration or an upgrade for a classic muscle car, 1930s-era roadster coupe or any application where space is an issue. The compact design means little if any tunnel modifications in most applications.

The TKX took a forward-looking approach to finding the best and most efficient solution for a 5-speed RWD manual transmission. The end result is superior shift-ability with smooth shifts at high RPMs through the use of multi-cone synchronizers and hybrid synchronizer rings. At the same time, noise, vibration and harshness (NVH) performance is optimized with a gear layout to best control stress levels,



NEW STUFF

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"TREMEC listened to its customers and knew they needed a more compact version of their incredibly popular TKO ," says McLeod President, Paul Lee. "The TKX by TREMEC allows McLeod to offer another option for customers looking to upgrade their current manual car or go from automatic to manual with less work ."

The TKX transmission is available to order through McLeod Racing. As the drivetrain market's one-stop-shop, McLeod Racing has a complete line up of clutches, flywheels, crossmembers, and anything else to accompany the installation of the new TREMEC transmission. For more information, visit mcleodracing.com.

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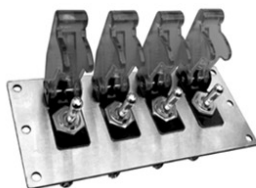
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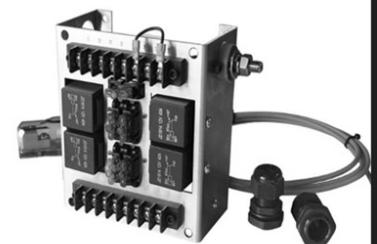
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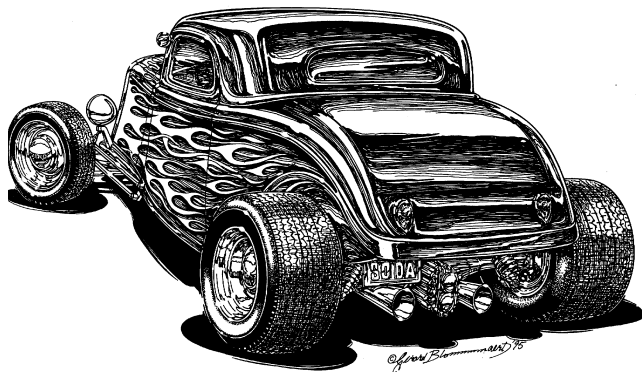
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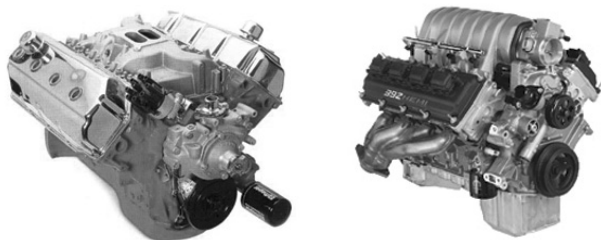
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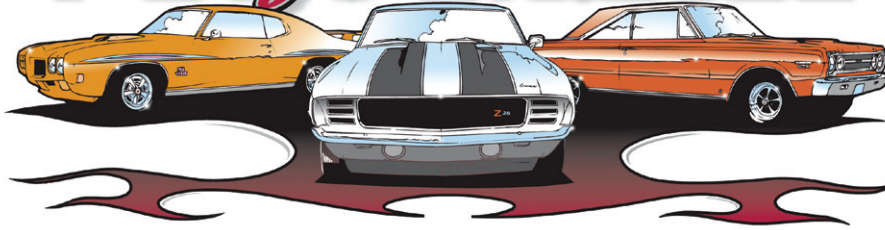


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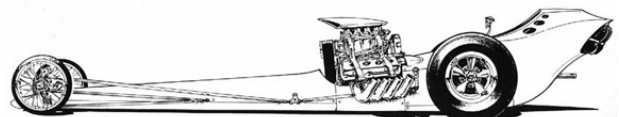
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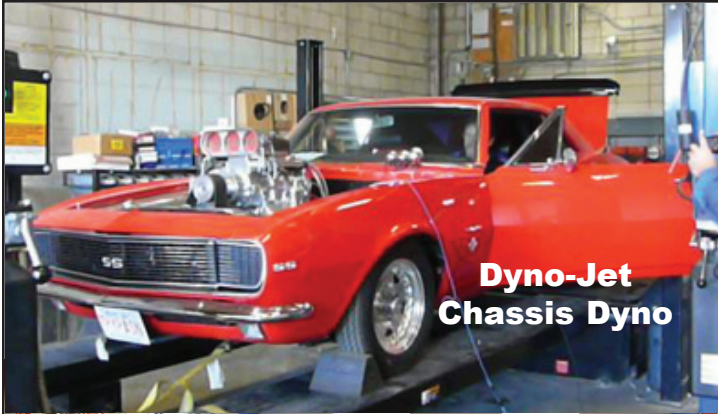
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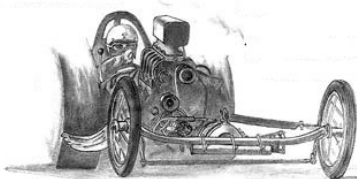


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Gary Beck Notes

I had the opportunity to interview Gary a few years ago for a nitrohotos.com article. I felt intimidated talking to someone who has done such great things in Top Fuel, but I shouldn't have. He is as down to earth as they come. These are mostly direct quotes from Gary, taken from my notes.

I was curious as to how Gary had such early success. Was he making parts that he couldn't buy? How did he gain his advantage? Says Gary, "We had the 426, when we started they were the cast iron motor, cast iron heads, stock stroker. Bob Lawrence and I bought a Keith Black motor in pieces and we brought it to Edmonton; we had everything. We took it to Reliable Engines and Ray Peets went through it, blue-printed what was there. We started making our own parts, modifying the stock block and heads. And we got the cranks, well the sport was into 426's, Ray and I were contemplating how aggressive we were going to go after the sport of drag racing. Ray said "well I can build strokers". Well the sport was stock stroke, so we wanted to build a 1/2 inch stroker. That's what we had in it for the first Indy win. We had more cubic inches than the other cars. We led the pack in that. Well, the next year, everyone else was moving towards 1/4 and 1/2 inch strokers, so we built a 5/8 stroker. In 73 we again had more cubic inches than our opponents. All these cranks were being built at Reliable Engines. We had an advantage, certainly in cubic inches, which relates to horsepower, in that era. In 74, that's when the aluminum block came out. We won the Winternationals in 74 with a Milodon aluminum block. KB didn't have his out yet. He did for Gainesville though, we went there with a Milodon and a Keith Black aluminum block. Still with cast iron heads though. But in 74 the sport was headed towards 5/8 cranks, well we needed to go to 3/4 strokers. The crank life, we were running them very hard, was not real long, so we figured we should start buying KB cranks. It went a few years before NHRA put a limit on it. So we built a lot of parts at Reliable Engines, including grinding our own cams, we were able to do a lot of things."

What made the performance so outstanding at the World Finals in 1975? "In 74 on we had rented a shop at Keith Black's; he had garages that he rented out back. Our home base was basically at Keith Black Racing Engines. It was inconvenient to come back to Edmonton all the time. When you have a shop there, you had an opportunity to sit across the desk from Keith to discuss things, and I did that a lot. Just before the 75 World Finals, he had an idea in fuel systems that would help the car out. And it was in the barrel valve, we were using an Enderle. We made some adjustments that made it closer to what a Pete Jackson barrel valve is today. And the car just came alive. We had just won the National event in Seattle, and we changed the spool in the

barrel valve to go to Ontario. And it ran 5.69 right out of the trailer, which was the quickest run of the sport. Well Garlits, this was the battle; he had trouble the first day. He loaded his car up and left the track. He came back the next day, and ran very good. He ran low 70's and eventually in the 60's, and then finally the 5.63. What he did, as far as I understand, he went to where he was staying and took the engine apart, and put a high compression engine together. He also was running M & H tires, he had a huge set that he was saving up. M&H tires were not very consistent; they were all over the place in size. He put the high compression in it, along with the huge tires, and it came alive. That's kind of what I felt went on there. I didn't know this until years later. So Garlits won the race, and he set the National record at 5.63"

What was the rivalry with Garlits like? With Garlits, it was a battle. He is certainly a great racer, he's number one on NHRA'S top 50 list. He was hard to race, and it was hard to make a living racing him. It was not easy. The 75 season was a battle, he was trying to win IHRA and NHRA championships at the same time. We won the championship in 74, and we were battling and at the top of the list most of the year in 75, Garlits and I, back and forth. See, Garlits did not race in 74 in NHRA. He came back in 75. He didn't get along at all with NHRA back in that era. What happened was I ran AHRA and IHRA as well, and Garlits did too, so we both ran all 3 series. We raced each other a LOT during this time, and I can tell you, I won 7 AHRA National events and 4 IHRA events. Now Garlits, he won so many, and was their champion most of the time. "I raced in Cayuga Ontario a lot. I match raced Shirley there and Garlits numerous times. NHRA used to run in Florida in the winter, called the Turkey Trot Nationals. I went down there, and well, that's Garlits country. So I would get booed down there. I remember one time I came back up to Canada, I went up to the tower, I had a match race with Garlits in Cayuga, and got on the mike with the announcer, and I told him I got booed down there in Florida racing Garlits. Well guess what, he let the Canadian fans know, they booed him and razzed him and I beat him that day and the Canadians went wild."

How did the Larry Minor era start? "Larry was financially the kind of guy that should own a team. He had a lot of resources and was very successful. We had some great years. It wasn't easy working for him, he was a tough customer. Bill Wolter, Terry Caldwell and I were the racing team. We had a Sherm Gunn car, and we raced that for a while then got an Al Swindahl car. We built that in 82, and we really started to run well. I was trying to get Bernie Fedderly to come work with us, if you get the pattern, I was pretty good at stealing crew chiefs. I got Ronnie Capps away from Jerry Ruth, I was trying to get Jim Wright away from Minor. Bernie was the crew chief on the Wheeler Dealer car.

When I first met Bernie, he was a mechanic at the Dairy in Edmonton; he was fixing milk trucks. He was working with Terry Capp on the weekends. After some talks, we got Bernie to go with us, then after a few months he moved down to Hemet and he became a full time employee with Larry Minor. What he brought to us was the centrifugal clutch and it worked very well. You could get the glide to slip more on the starting line, the lock it up further down track. The mechanical clutch would never do that. We went on to win the championship in 83 with Bernie as crew chief. As far as performance for the 83 car goes, I was really starting to get into fuel systems. We got into the Pete Jackson barrel valve, we had the first one on a fuel car. Bill Wolther and I put the hi/low fuel valve system on the car and won the next race. We kept tweaking this over the next few races, and it got more and more powerful. We started turning the tires on the starting line, so Larry Minor says "we need wider rims". This is before the width restrictions came into effect. We went through all of Minor's off road rims, then mixed and matched outers and inners until we came up to 18 to 18 1/2 rims. So we put those on the car and they helped as well. So we go into the 83 season, we have wide rims and a fuel system that is going in our favor, and now we have Bernie coming. It all matched up, it all came together. We typically could unload at any race track and set the track record. It ran 5.40's everywhere we went; it didn't care what kind of a track it was."

"We tweaked the fuel system some more by putting what I call a low speed in the back of the fuel block that would lean the motor out for the launch. It was manual, I had to shut it 60

to 100 feet out; when I hit the lever it felt like I just left the starting line again. This worked because the motor was lean enough that we had all 8 cylinder lit so it would launch hard. When I slammed the valve shut it would act like an accelerator pump, it would give it more fuel and it was like standing on the throttle again. Some of the other racers would stand beside the car and look at the fuel gauge to see what we were doing. In today's world out there, everybody's got all the same parts. We had stuff that nobody else did because we were creating it. I tried opening that valve up in the top end to clean the motor up, as it was dropping cylinders, but the motor didn't like that at all. We found out later that we needed more fuel, not less. The 83 season, when we went to Fremont and ran 5.39, that was the first weekend with the Waterman red pump."

"I stayed with Minor through 86, the 83 season was the last of what we call the blue car, 84 was the Miller Lite car, 85 and 86 was the Miller High Life. Minor fired me at the end of the 86 season. I wanted more money for the promotional stuff I was doing. I wanted a personal contract with these sponsors so I could enhance my income. Well he wouldn't have any part of it. That's what it was like working for Larry, you didn't quit him, you got fired. After 86 I went back to California and got a real job. There weren't many driver for hire jobs out there. Over the next 8 years I was able to drive the McGee car for a bit, and tested for Joe Amato and Mike Peek. So it allowed me to come down from professional racing, I didn't have to quit cold turkey."

Kenny



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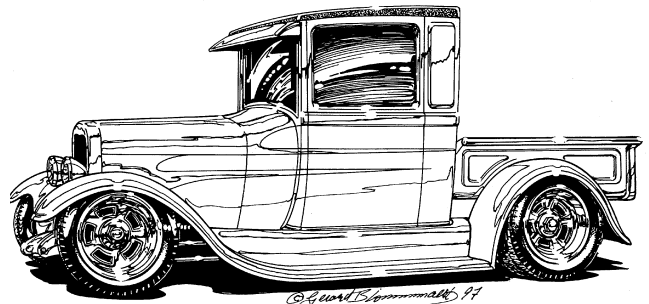
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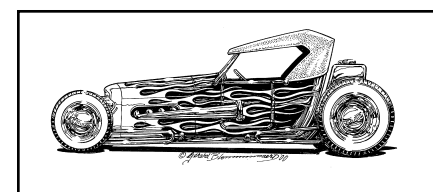
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