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Volume 27, Issue 1



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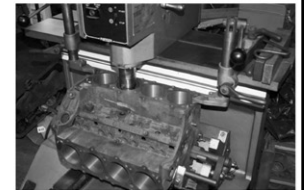
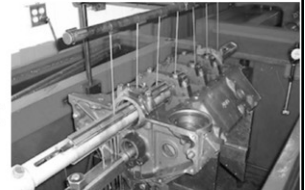
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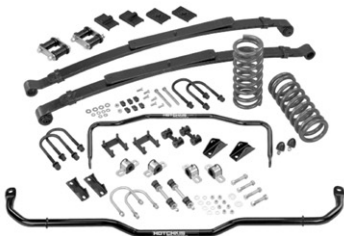
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Out & About

First of all, Merry Christmas and Happy New Year

2020 has been trying for all of us and I'm sure most of us would agree it's one we would like to forget. I have been asked on several occasions when we will be back in print....and to that I would say I wish I knew. Our online readership has grown substantially at our www.quick-times.com website in the meantime as we are available online free of charge, but you already know that if your reading this. As to when will we be back in print? Good question, hopefully soon. There are quite a few shops with limited access for walk in traffic at this time, when the restrictions start to open up and we get back to a more normal we will be back on the counter.

On that note, it's been a difficult year on us as well as there have been very few event for us to cover this year, we have hit a few, but as we all know 2020 events have been few and far between.

That being said, we did get our Quicktimes Fall Swap Meet done and even with the Covid deal...we had a pretty decent turn out and with that I would like to thank all that supported this event.

Speaking of Swap Meets, our plans are still on for our upcoming Spring swap meet in March, we are hoping the current restrictions will be reduced by then and we are doing our legwork on the planning stages. I will say this, if you register for this Spring Swap meet and for any reason it gets postponed we will give full credit towards the make up date, hopefully this won't happen.

I am looking forward to 2021 being alot better than 2020. The Northwest Cruise calendar is being put together as we speak with events being planned throughtout westenn Canada. If you have any cruise events you would like to ad please e-mail them to us asap to don@cruisecalendar.ca

Here's hoping for a great 2021, may if be filled with plenty of car events, race's, swap meets and good times. Thanks for your support through these trying times. Hope to see alot of you at car events this year.

Don



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EDITOR Don Macgowan
PRODUCTION Linda Collinge
MARKETING Don Macgowan, don@quick-times.com
 Bill Robertson bill@quick-times.com

CONTRIBUTORS *Doug Adams, Moe Putney, Dave Morgan, Fred Nelson, Ken Sitko, Sheryl Ogonoski, Melinda Neil, Bill Robertson, Todd Young, Jack Feige, Vern Scholz, Tom West, Phil Elliot, NHRA, IHRA, SEMA, Nitroimage, Dyan Lover, Bery Frye, Butch Henry, Joel Gruzen, Tom Slick*

COVER Doug Adams pic

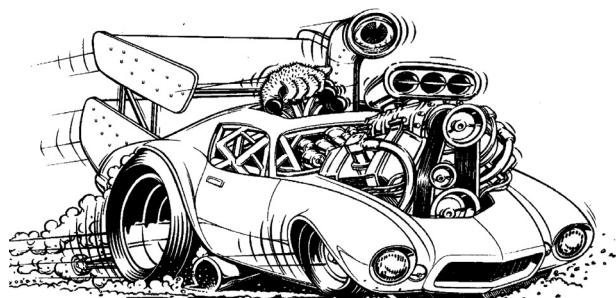
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(403)886-7663

don@quick-times.com

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Mooneyes X-mas

Doug Adams

Greetings Quick-Timers, I hope everyone is well as we head off into the Winter. Everything is pretty good down here on California's Central Coast, aside from the elephant that has been in the room since March. As I sat down to write this I vowed to myself that I was going to stay positive. Everybody knows the situation of the world, giving it anymore credibility by rehashing the details doesn't make anyone happy, plus Christmas is just around the corner.

One thing I'm hearing from a lot of different people is how everybody is decorating, doing whatever they can to get into the spirit! For me, we were up early the day after Thanksgiving, pulling everything out and setting up the tree. We worked on decorating all weekend, which was fun.

I always wondered why my wife saved all these fancy boxes, fake gifts. Well, now I know! We decided to skip the gift giving and just make a nice meal for Christmas. Lasagna will be the dish of the day and the next day and the next day! That has been our tradition for many years.

So, the tree is decked out, complete with fake presents and it looks great. I hung the stockings on the mantle because you never know Santa might have a Snickers bar or something that he wants to leave behind.

If you're a faithful Quick-Times reader you know that early December means The Mooneyes Christmas Party at Irwindale Speedway.

I first read about the Christmas Party on the pages of the first issue of Hot Rod Deluxe. This was back before the magazine became a monthly, when it was something of a one-off experiment. As I flipped through the pages I remember thinking, I have to go to this show. At the time the party was held at the Mooneyes shop in Santa Fe Springs and from what I had heard it was an incredible event. Because of it's popularity the show moved from the shop location to the Irwindale Speedway facility.

If memory serves, the first time I went to the party it was a drive down for the day and they drive back home. That meant a total of 6 hours of driving and 9 or so hours of the show. And considering the gates opened at 6am, meant I had to leave the house at 3am...ugh!

Many lessons were learned in the first year, the most important one was get a hotel next year, which we did. Every year from the start I meet-up with my friend from San Diego and we make a weekend out of it. When I lived down south we would get together several times a year and just hit the road in search of old neon or buildings, just something to photograph. Since I moved getting together has become much harder, considering he is five hours away. So, the Mooneyes Christmas Party has been our yearly get together.

From the slow start of the first year to present day our weekend has turned into a photo/ food fest! We have a great little routine that is very enjoyable. The weekend starts in Pasadena, early Frida afternoon, very close to where my grandparents lived, at Roscoe's Chicken and Waffles. Then its to the hotel to get settled before heading off to South Pasadena to the Fair Oaks Pharmacy for an ice cream Sundae. We begin Saturday morning at a local donut shop, gotta have that caffeine and sugar to get the day jumpstarted. Then its off to the show. Lunch on Saturday is usually pretty light, an extra chicken breast that was purchased the night before at Roscoes and maybe a left over donut, just to keep the energy up! After the show its back to the room to shower and get a little rest before heading to Burbank. Saturday night is the big daddy, dinner at Damons in Burbank. We actually stumbled upon Damons when we were in town for a Mooneyes make-up date, in July, after a rain-out the previous December.

We were looking for something to do the night before Mooneyes and ended-up at a huge car show that they have in Burbank every year. The place was going crazy, Chuck Berry was playing on a stage in the middle of the street, there were cars for as far as you could see.

Mooneyes X-mas Doug Adams



As we were walking along we spotted Damons with a big banner across the front, Hawaiian Tropic Girls, free glass with the purchase of a Mai Tai! How do you pass-up a deal like that? After all it was the San Fernando Valley in July and it was hot!

Well, let me tell you, one thing lead to another, we had an amazing steak dinner and a few..... too many Mai-Tais. Don't tell our wives, they still don't know that we wandered around Burbank for quite some time after our dinner, not looking at cars but looking for our car. Yep, we lost the car. Improvements to the parking process have been made in following years.

These days, after Damons we walk a few short steps to the bakery next door. Portos Bakery is the most amazing bakery I've ever seen, it's like a department store. When its your turn, you get your own server that follows you along answering any question you have and filling your request. Honestly, you have to see it to believe it!

After a very full day of photographing the car show, eating and just all around fun its time to catch a few

winks before an early rise to get home before the wife leaves for work.

Just telling you this story makes me feel like I was just there! So, as you can imagine, for this month I'm going to take you down memory lane with some of my favorite photos from Mooneyes Christmas Parties past!

I wish you all a Merry Christmas and a Happy New Year!

Until next year, enjoy the photos,

Doug



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Mooneyes X-mas

Doug Adams



Some of my favorite photos from Mooneyes Christmas Parties past!



Mooneyes X-mas

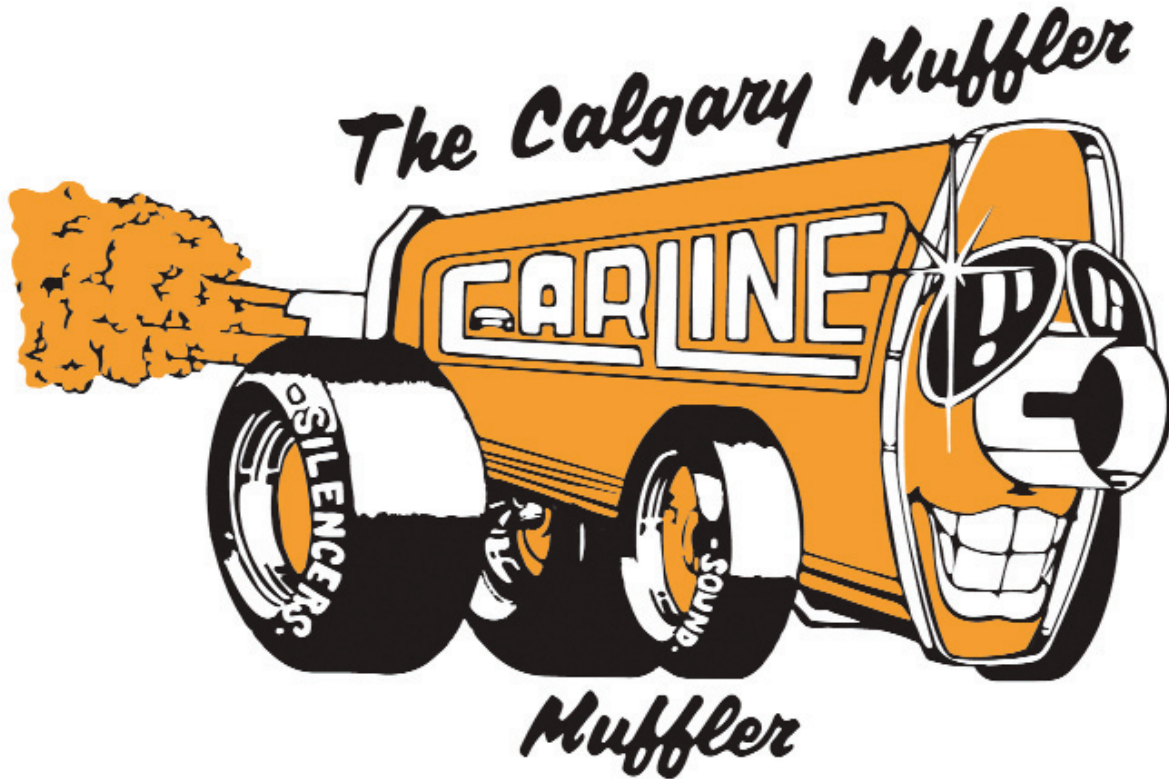
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Mooneyes X-mas

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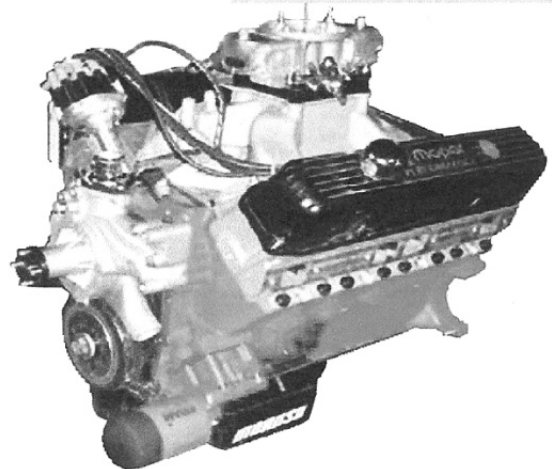
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Floyd Lippencott Jr

The secret life of Floyd Lippencott Jr. To hide his career from his father, drag racer Bob Muravez assumed the name Floyd Lippencott Jr. But he couldn't outrun the truth.

BURBANK, California - The old drag racer is huddled inside his cozy backyard garage, the place where he has long spun his wrenches on carburetors and crankshafts.

For Bob Muravez, it's a messy laboratory of sorts. He has spent years there, under autopsy-room-bright lights, grease trapped deep down inside his fingernails, modifying versions of the dragsters that once ruled the racetrack.

His walls are a photographic record of his best checkered-flag memories. Long-wheel-based dragsters hurtle along straightaways in a blur of motion, their fat racing slicks furiously spinning, raising smoke and dust like demons incarnate.

The photos depict a world of super-fast cars and cocky young men hungry for speed, where winners and losers were separated by fractions of seconds, at speeds so fast racers needed parachutes to slow down. Before he retired in 1971, Muravez won more than 600 sanctioned drag racing events across the U.S., becoming one of the most recognizable names in his burgeoning sport. In Muravez's fastest run of his career, he reached 249.59 mph in just 5.89 seconds. Yet over 80, the old drag racer is most famous not for his speed, but for his secret.

For five long years, between 1962 and 1967, Muravez protected perhaps the most closely-guarded mystery in modern sports: An alter-ego who took full credit for his thriving racing career.

Every time he hopped behind the wheel for another wicked-fast run down the track, the wiry 140-pound Muravez became Floyd Lippencott Jr., the name he assumed to hide his real identity from an unlikely foil: His own father.

Ralph Muravez was a Czechoslovakian immigrant and self-made businessman with a third-grade education, a demanding taskmaster who founded a local washing-machine empire. Along with his Maytag repair shop in Burbank, he owned 5,000 washing machines in apartments across Southern California.

In 1958, as part of his retirement strategy,

Ralph handed over majority control of the operation to his sons, Bob and older brother Ralph Jr., known as Bud. Ralph wanted to spend his retirement years enjoying the good life, visiting the world's exotic ports aboard his 42-foot motorized sailboat.

The father issued his son an ultimatum: Quit racing or leave the family business. Muravez devised a solution that would be unthinkable in today's hyper-connected world of smartphone cameras and competitive press. With the aid and consent of reporters, photographers, publicists and even drag racing officials, Bob Muravez invented an entirely new identity.

Photographers never took his picture without his face being covered with a helmet and mask. Floyd never did interviews. Bob did those later. Joked Muravez: "Floyd did the driving and Bob did the talking." The National Hot Rod Association even issued Muravez a professional driver's license in Lippencott's name, the only one without a picture. In the winner's circle, friends-turned-imposters donned his protective fire suit and kissed the trophy girl while a smirking Muravez stood in the background.

Decades later, wearing a white T-shirt, blue jeans and a thick mop of hair, Muravez could still be mistaken for one of those lanky car-crazy kids racing as a teenage rite of passage. Yet the need for speed has dissipated for Muravez, like air seeping from a leaky tire. He hasn't had a speeding ticket in 40 years. Now he uses the garage to relieve the stress of running the Maytag repair business his father started during World War II. He's more often concentrating on honey-do projects than fixing dragster engines. But Floyd Lippencott Jr. motors on. Both Muravez and Lippencott were inducted into the International Drag Racing Hall of Fame. And Muravez scribbles down two names whenever he's asked to sign his autograph.

While Muravez no longer races, his mind still lives in the cockpit. He's nervous by nature, hands fidgety, bolting his food like he's rushing to start another race. "I'm a drag racer," he said. "I'm either idling or going full throttle." The years have brought Muravez perspective, but some feelings never pass. To keep both his racing career and his alter-ego alive, the old drag racer admits that he paid a steep price.

Muravez came of age in the 1950s, a lifestyle captured by the film *American Graffiti*, when he and his buddies lived for their street rods. They'd cruise

Floyd Lippencott Jr

around the parking lot of Bob's Big Boy, attracting looks from both the popular girls and less-popular cops, both of whom hounded them incessantly. Muravez loved both cars and women. Before he was married in the 1970s, he was engaged seven times, and bought seven rings.

And yet, while he nurtured a James Dean persona on the street, his home life followed a different script. There, his demanding immigrant father called the shots. Ralph wasn't a drinker, he was just mean, unvarnished. He was also a respected businessman. In the Muravez household, Bob was relegated to second-son status behind Bud, a golden-haired boy who excelled in school and was his father's favorite. As a child, Bob spent years confined to a sanitarium while suffering from tuberculosis, which also afflicted his mother Edith. He also struggled with dyslexia, a yet-to-be diagnosed condition that confused his hard-charging father.

Family friend John Moore calls "Uncle Ralph" a product of his time. "Ralph was hard-nosed. Lots of men of his era were like that," he said. "I think Bobby felt overlooked as a boy. His father was busy building his business and he had one healthy son - there just didn't seem to be time for Bob."

Bob worked in the repair shop from age 10. Ralph's brand of you'll-do-as-you're-told discipline was stifling. "My father would always say, 'When I tell you to do something, you start doing it before I even finish,'" Muravez recalled.

Bob would accompany his father on service calls, carrying the tool box with its hoses, screwdrivers and pliers, learning the washing machine repair trade. Wearing his Maytag hat, Ralph imposed rules that were Depression-era tough. "He'd say, 'Don't ever let me hear you say, 'I can't.' If you tell me you don't want to do something, fine, but never tell me you can't.'"

In 1954, when Bob was 16, the old man asked if he wanted his own car. Here was a wide-eyed teen growing up in post-war Southern California, at the time of Flash Gordon and Buck Rogers, when politicians dreamed of going to the moon. The automobile had begun to dominate American life. Seemingly every new product featured sleek aerodynamics, from lamps and toasters, to bullet bras and cars with snazzy hood ornaments and elongated rear fins. You bet he wanted his own ride.

Ralph called a Hollywood automotive dealer, who told him about a used car for sale. Days later, father and son pulled up outside the Beverly Hills estate of actress Betty Grable.

In the garage they marveled at the sort of car that might frequent a teenage boy's dreamscape: a white, six-cylinder 1953 Corvette convertible with red interior and a mere 1,800 miles on the odometer.

The kid saw it this way: His father never hugged him. There were no parental pats on the back. That just wasn't Ralph. The Corvette was as giving as the old man would ever be. And it was perhaps the greatest gift anyone could give Muravez - a chance to go fast, a chance at status. Of course he'd take it.

Muravez had just died and gone to automobile heaven. That Corvette changed everything.

It took an awkward kid forever on the periphery and put him centerstage, behind the wheel of a sleek, sexy performance car. The Corvette became Muravez's calling card. He show-boated around town, and joined a local car club called the Road Kings, where members paid dues and worked on race cars. Muravez also street raced.

He settled grudge matches mostly at night, on lonely River Road near the Forest Lawn cemetery, or on the gritty concrete bed of the LA River beneath the Sixth Street bridge. Those quarter-mile contests were replete with kids giving the go-signal at the starting line, and onlookers ready with buckets of water to douse engine fires.

It wasn't long before an unwanted observer began to appear in the racers' rearview mirror: a Burbank cop the boys knew only as Officer Stanley. On weekends, he'd lurk in the gas station parking lot across from Bob's Big Boy, in the heart of a two-mile teenage cruising stretch.

"He'd write you up for anything, even a bad lightbulb on your license plate," Muravez recalled. "We didn't like his attitude." When he was 19, Muravez joined fellow Road Kings member and future drag-racing star Tommy Ivo in a teenage prank to spite the dreaded policeman. Muravez snuck beneath Stanley's patrol car and tied a rope around the rear axle, affixing the other end to a nearby pole.

Then they hopped inside Ivo's T-bucket roadster, revved the engine and took off past the gas station. Stanley gave chase, but not for long. The pole stopped the cop car dead, and Officer Stanley lurched

Floyd Lippencott Jr

forward, breaking the steering wheel. "We hid Tommy's car in the garage," Muravez recalled. "And we didn't bring it out for a very long time."

But by then, those Burbank glory days were nearing their end. One night, Muravez ducked into a back alley to ditch a pursuing black-and-white. The cop later stopped him, warning that the next time he ran, he'd shoot. "That scared me," Muravez said.

By that time, Muravez had amassed an astounding 28 speeding tickets. His license was suspended for a year. His father took away the Corvette.

At home, tensions mounted. By the summer of 1957, Bud was married and Ralph was fixated on his younger son, who had graduated high school the year before. "We butted heads," Muravez recalled. "He didn't think I had any direction. I didn't like him telling me what to do."

Eventually, Muravez moved out. He slept inside his hand-me-down 1956 Chevy Belair convertible, and later sold the car to afford living expenses that included \$8 a week to rent a room over a friend's garage. He got a job working at a buddy's family machine shop and was doing well. He'd even gotten a few raises. Nearly a year after Muravez left home, Ralph approached him about coming back to the Maytag shop. They reconciled in part because they recognized a shared flaw: Their stubbornness.

"He realized where I was coming from and I realized where he was coming from," Muravez recalled. Still, Muravez never fully returned home. He only saw Ralph when he showed up at the repair business. And while the young Muravez no longer had a car, the kid still had an incurable adrenaline addiction.

Those days, along with a lot of other Burbank kids with hot cars, Muravez hung out at Ivo's garage, where he performed grunt work like wiping down tires, washing engine parts and polishing cars.

"He was a footloose and fancy-free kid who tripped over his own feet when he walked," recalled Ivo, now 84, famous for his light-hearted putdowns. "But he loved cars."

Soon, Muravez built his own dragster and started winning races. Then he got lucky. In 1961, he began driving for John Peters and Nye

Frank, a Santa Monica, California, team that owned the sport's top racing car. In the years before, they'd developed a twin-engine dragster later known as the Freight Train for its sheer ferocity and the way it belched locomotive-like smoke while crossing the finish line.

What followed catapulted Muravez's racing career: Peters took a foolhardy kid and helped turn him into a professional driver. Said Peters: "We won a lot of races."

One old photo offers a closeup view of Muravez in the Freight Train's cockpit, looking as much like an aerospace test pilot, or cosseted Hazmat worker, as an ambitious risk-taker seeking new speed records. He wore circular goggles, a dual-cylinder breathing apparatus and facial heat shield to protect him from the spatter of hot oil thrown off the up-front engines by the brutal G-forces. And that helmet? Well, that wasn't going to protect him much in the event the good Lord decided that he'd flirted with nearly-inhuman speed too many times. If that unfortunate eventuality occurred - if the engine exploded, or he flipped that dragster - nothing could save him.

Back then, as the saying went, drag racing rules were written in blood. "Gee, another guy got killed?" a driver would say. "Sorry to hear that. When's the next race?"

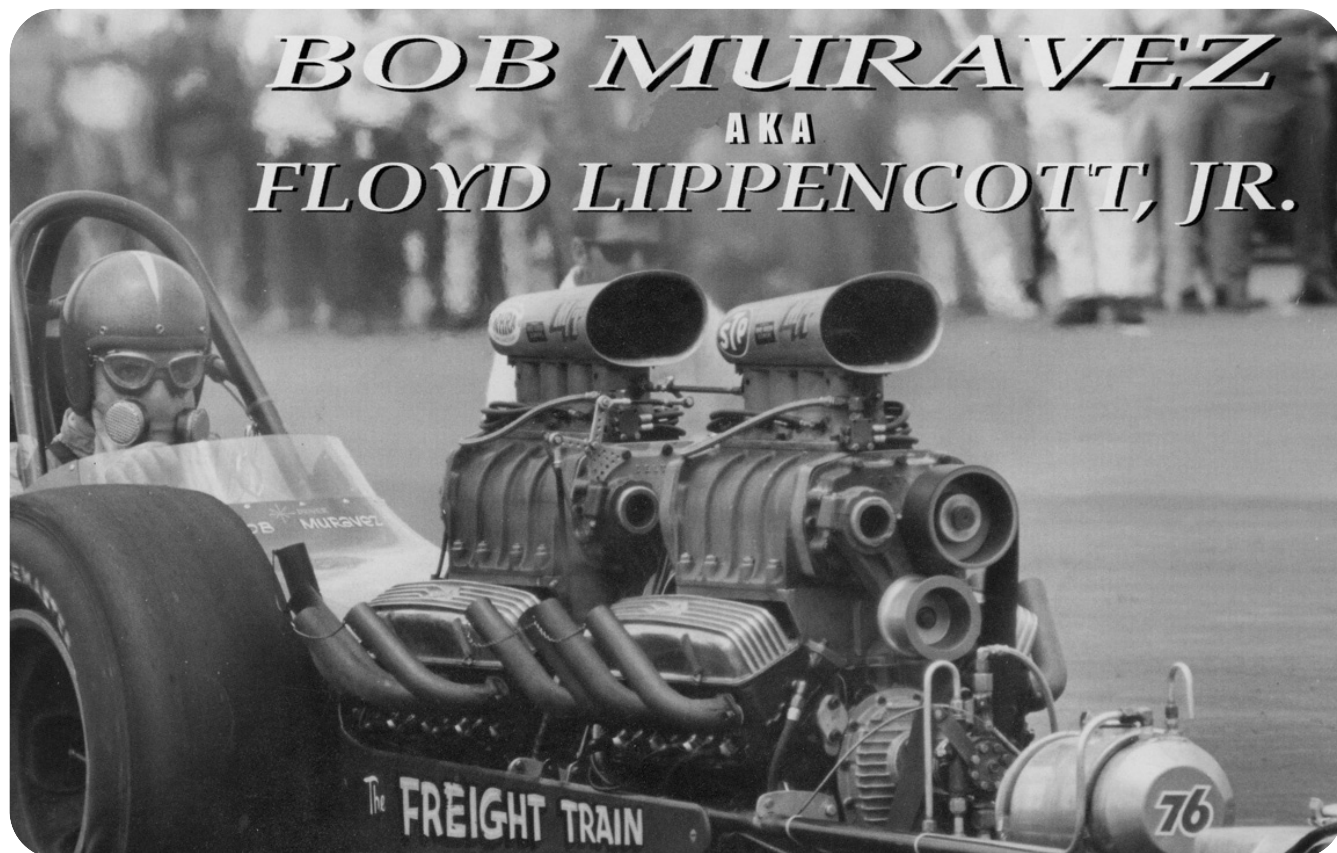
In the late 1950s and 1960s, the mounting death toll in the sport led car builders to innovate, like adding a parachute when they learned mere brakes could no longer slow down a speeding dragster, and shoulder and lap harnesses to keep drivers from being thrown out of tumbling cars.

While Muravez was serving as one of drag racing's guinea pigs, he still worked five days a week at the Maytag shop, racing on nights and weekends. Ralph barely took an interest in his son's career, and never once saw him race.

Then in March 1962, Muravez won his first major championship race in the so-called Top Gas category - in which dragsters used the same gas as street cars - at the Bakersfield Fuel and Gas Championships. Well, that got Ralph's attention.

By then, Ralph had given each of his sons a 40 percent share of the business and dreamed of sailing on his boat, stopping just long enough to cash his profit-sharing check. A dead son would ruin that dream. Within days of Muravez's first major racing victory, Ralph approached his 24-year-old son and gave him a choice: Either quit racing or lose his share of ownership in the family business. Choose family over

Floyd Lippencott Jr



dreams. Appease the father.

So Muravez made one of the most difficult choices of his life. In June 1962, he abandoned his passion. He continued to go the races as part of the team, but served only as a crewmember, not as a driver.

For the next five months, without Muravez behind the wheel, the Freight Train did not qualify for a single race, despite being piloted by such famous names as Mickey Thompson, Tom "the Mongoose" McEwen and Craig Breedlove. Several drivers complained that the powerful race car pulled dangerously to one side, and there was talk of scrapping the dragster altogether. Muravez begged to differ. One night after the Freight Train failed to qualify at Lions drag strip in Long Beach, Muravez accepted a dare from driver "Wild Bill" Alexander to slip behind the wheel himself. He took the dragster for what he called "a nice easy pass" down the quarter-mile track.

Seconds later, when the run was done, he heard the distant roar of the crowd. He lit a cigarette from the dragster's glowing disc brake. Back at the pit, he learned that he'd set a new world speed record of 185 miles per hour.



Floyd Lippencott Jr

That settled it: Muravez would go back behind the wheel, against his father's wishes. He soon captured the National Hot Rod Association's 1963 Winter Nationals trophy, under the name "John Peters." The Freight Train was the No. 1-rated Top Gas dragster in the nation.

A drag racing legend was born. One day, a young sportswriter named Steve Gibbs was filing a story for the weekly racing publication Drag News on the race results at the San Gabriel track.

Muravez asked that he not use his real name. "When he won the race, I thought, 'I've got to make up a name,'" recalled Gibbs, who later became competition director of the National Hot Rod Association.

The author of one of his college textbooks came to mind - Lippencott. Gibbs couldn't recall the first name, so he improvised - Floyd. In a final flourish, he added a Jr. "I had no idea the name would become a major piece of drag-racing trivia," he said.

Muravez immediately ran with the alias, even adding a middle initial "J," later explaining that it stood for "genuine." "I was a lousy speller," he laughed. Convincing people to keep his secret wasn't as difficult as Muravez - Lippencott - imagined.

He often bought pictures from moonlighting photographers, so they were eager to keep him happy. And frankly, he added, racing officials didn't care what name he used, as long as he continued to draw fans to the track.

Just to be safe, Muravez made sure there were no cameras around when he slid behind the wheel of his dragster. After races, he did interviews with his helmet and facemask still on.

In February 1963, Muravez won the Winternationals in Pomona, California, his very first race since returning to the sport as a driver. With Muravez in the game, The Freight Train was finally back.

In the winner's circle, his roommate, Rex Slinkard, donned Muravez's leather racing jacket and stepped up to accept the top award, his arm around the trophy girl. The real driver laughed in the background, knowing his secret was safe for yet another race.

Floyd J. Lippencott Jr. continued to win races,

hundreds of them. But perhaps one too many. In May 1967, after winning the Springnationals competition in Bristol, Tennessee, Muravez made a mistake: Flush with victory, sitting inside The Freight Train's cockpit with his helmet and facemask off, he was approached by reporter Keith Jackson from ABC's Wide World of Sports. "You're really popular," Jackson said, thrusting a microphone in his face.

"Yeah, we have a lot of fans in the South," Muravez answered. On the long drive home, he realized what he'd done. While his father was not a regular viewer of the show, Muravez had nonetheless put his face on national television. There was still a chance Ralph would somehow see it on the boat's TV while out on a weekend fishing trip.

"I thought, 'What am I gonna do?'" Muravez knew the segment wouldn't air for a week, so he hatched a plan. He borrowed the TV from Ralph's boat - saying his was broken - so his father wouldn't catch the Saturday sports show while out on the water. Not only was Muravez's racing career now in jeopardy, but so was the tenuous relationship between father and son. But Muravez couldn't control every factor. Ralph liked to relax after a fishing trip with a few boilermakers at Burbank's Elks Club bar, where a drinking pal broke the news that his son Bob had actually been racing as a professional driver for six years - all behind his back.

At first, the old man wouldn't believe it, until the friend returned with an Orange County Raceway program that pictured his son. The next day, Ralph stormed inside the Maytag repair shop showroom, surrounded by two dozen new washers and dryers. It was early in the day and there were no customers. Just Ralph and his two sons. The old man was furious. He was already going through a painful divorce, and now this. He thrust the racing program at his younger son, after making an X with a pen like it was Exhibit A in a trial. There was Floyd Lippencott Jr. - Muravez - staring up from the page. Ralph and Bob faced each other. "Have you been driving all these years?" the father asked. "Yes, I have," the son replied. "You've been lying to me," Ralph said. "You're no son of mine." When Bud spoke up in his brother's defense, their father banished both from the business. He threw a hammer through a window and reached for another before both sons stopped him.

A neighboring merchant called the police. It was a messy scene. Ralph finally roared off in his 1959 El Camino, but not before threatening both boys.

Floyd Lippencott Jr

"I built this business," he said. "And I can destroy it." He vowed to never speak to either one for as long as he lived. He kept his word.

What happened next was a family car wreck. Ralph and Edith finalized their divorce. He wanted to keep sailing. She wanted to stay close to her family. The boys battled for control of the family washing machine business while the father made threats. He eventually remarried a woman half his age and moved into the bungalow the family had kept for years on Catalina Island. He later became Avalon's assistant harbormaster. He started to get drunk regularly. "He was tired of it all," Muravez recalled. "His world was crashing in around him and that's how he dealt with it." Bob's wife Sharon is more harsh. "Ralph was a bastard," she said.

Muravez retired from drag racing in 1971 when the National Hot Rod Association discontinued the Top Gas class of competition. He briefly returned to take part in exhibitions over the coming decades, but the final flag had fallen on his racing days.

In the early 1980s, a possible truce loomed. A drinking pal of Ralph's walked into the Maytag repair shop, saying the old man would like to see his sons. So Sharon sent Ralph a letter with a picture of baby Michael. "It was a very welcoming letter," she recalled. "I went into detail, extending an olive branch."

A week later, they got their response - a handwritten letter. "It was full of hate, saying 'I no longer have a son and therefore I have no grandchildren,'" Sharon said. It included a copy of a letter Bud's wife had sent after having the couple's first child, with the same invective response.

"I thought, 'You bastard! How dare you?'" Sharon said. "I threw the letter at Bob. I was upset, but he kept things inside. He just accepted it."

These days, when Muravez talks to groups, the audience gasps when it hears how Ralph disowned his own son. But Muravez slowly came to terms with the pain through stoicism.

He understood that old family stubbornness. Amid that last faceoff in the Maytag shop, before Ralph threw the hammer through the window, Muravez knew something very important had come to an end. "I realized at that moment that there was nothing I



could have done or said to bring back my father's final words to me."

They hurt, of course, but Muravez also felt a sense of liberation. He no longer had to do something he truly loved in secret. The lies were finished for good. Ralph could control his son no more. While the father never forgave the son, the son has forgiven the father. For years, he kept Ralph's spiteful last letter in his office safe. So where is it now? Inside the garage, he moves his hands as though crumpling an imaginary piece of paper, and tosses it over his shoulder. He flashes a look of hurt and sadness. "You only have one father in life," he says.

Suddenly, he has to go. There is work to do. Those machines aren't going to fix themselves. The list of Freight Train drivers is stunning. This added a colorful dimension to the Train's history that helped make it the fan's favorite everywhere. Train "engineers" included (random order) Bob Brissette, Craig Breedlove, Tom McEwen, Mickey Thompson, Bill Alexander, Leonard Harris, Roy "Goob" Tuller, Billy The Kid Scott, Gerry Glenn, Bob Noice, Sam Davis (pictured), Walt Rhodes, and the infamous Floyd Lippencotte Jr., AKA Bob Muravez. Behind each and every one of them was the "real" engineer of the entire saga, toiling quietly in preparation for another of its seemingly endless appearances, John Peters. Bob Muravez made over 1300 runs in the car, that's over 325 miles in a digger!

At one point he won 28 consecutive rounds of competition before losing to a red light. Through suggestion from track announcer Mel Reck and track operator Steve Gibbs, and because of a peculiar family circumstance, Bob adopted the Lippencotte handle for several years. He was rarely photographed during the period, and was undoubtedly the most notorious drag race driver in the sport's history, for driving and winning national meets using an alias.

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Real deal! Rare Edelbrock STR-12 crossram intake manifold for small block Mopar. In excellent condition. Comes with new top base gaskets and new linkage. 2500, Please message or call 780-937-8862 J1

LENCO 5 SPEED TRANSMISSION, 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 D1

Mark Williams 9" Pro Stock Aluminum centre, BRAND NEW, 40 spline alum spool & alum Yoke, 4.71 Pro gears, Ball brg low drag pinion support, 3.812 side brgs. With carrying case. New Cost was \$3209 plus freight plus gst. \$2400 ca. Bell Sport Helmet New, Large. SA2015. \$400 ca, set RH racing radio system Allmost new . \$1000 ca, 24&1/2" PST 4130 drive shaft with Mark Williams 32 Spline Yoke . New \$500 ca, DZ Clutch Surfacing machine with optional belt sander, plus spare belts, 10 spline & 18 spline arbors. \$4200 US new cost plus freight. \$3000 ca, Lenco Pro Stock gen 3 peanut 5 speed, 3.11 low , Mag Cases, All Titanium planetarys. low drag planetarys, blue clutches, Simpson blanket, Bickle rails. 2 - inputs 10 spline & 18 spline. Strange 1350 Billit Yoke, 22 runs since

bought new from Lenco.(\$15,000) sell for \$9,000 US (\$11,000 Ca) ACE 7" Pro Stock dual disc clutch with lots of spares , latest spring tower updates, 142 tooth, 10 spline, bronze floater, new discs, TMT costed inserts and 2 extra TMT coated floaters, spare discs. Release brg. Fresh \$3200 Ca Hays 8" Pro Stock dual disc clutch , 10 spline & 18 spline discs, 142 tooth flywheel new, 168 tooth flywheel used, Fresh . Lots of spare discs & floaters, release brg. Like new. \$2000 ca L&T 8" dual disc clutch, with lots of spares to make it a triple. \$2000 ca. Browell 8&5/8" Pro Stock bellhousing with Bickel Fork.&.brg, collar. 142 tooth, LH starter. \$2200 ca Bickel clutch cooling system, for Browell bellhousing like new \$700 ca Mike 403-607-5990
D1

AFR 357 CNC ported aluminum heads for BBC. Come complete with PAC #1247 springs, Comp Ultra 1.7 roller rockers and AFR girdles and studs. Used but in mint shape \$4500 obo, Edelbrock BBC tall deck intake part #2916 with Induction Solutions Nitrous bungs welded in. Intake has been mildly ported. Mint shape, no longer needed. \$450 obo, call 604-617-4310 N1

Complete 351 Cleveland fresh 11:1 compression, hydraulic cam, aluminum intake \$3500 OBO-1 pair of 14.5/31 ET Streets Mickey Thompson with tubes mounted on 15x12 Pro Stars only 6 runs on them \$1000 OBO-2 sets of Ford 9" pro gears 4.57 \$350ea OBO-Brand new in box Speed Pro 383 Chev forged flat top pistons 2 valve reliefs' 8-7067P .030 for 5.7 rod. \$600 OBO-383 crank shaft, fresh grind \$350-Freshly ground forged steel 427 BBC crank \$400-Speed Pro 350 Chev forged dome pistons brand new in box 8-7051P .030 11:1 \$600-SBC 472 Ross 10 pistons 9:1 flat top with 64cc head (good for turbo or pro-charged engine) \$800-SBC 434 Ross pistons 11 in total 14:1 compression \$1200 OBO-10 434 SBC JE pistons 11.8:1 compression with 64cc head, bore 4.155, comp height 4.155 brand new in box \$1200 OBO-BBC Performer Intake manifold small port brand new in box part #2161 \$300 OBO, please phone or text 250-801-4811 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 O1

Bubblegum Picnic

The third weekend in September is usually marked on the calendar as the Radium Car Show weekend. Well, not everyone can get away to the Radium Show. Les Edwards a.k.a. the Bubblegum man has had an annual picnic cruise this same weekend and I must say as I've only been to it a few times, it's a pretty good party!

This year's picnic was held at the Prairie Royal Estates at the home of Personal Touch Car Care. 50 or 60 cars showed up and the Smokie's were on. Thanks to all for what was a great afternoon of car's and friends.





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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



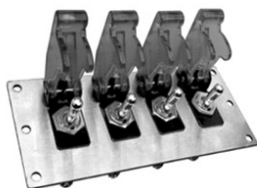
1990 s10 drag truck, 540BBC makes 815 on motor and is set up for nitrous, built professionally by Roger at custom automotive with dyno sheet available., Turbo 400 transmission, TCU brake and TCS converter., 4 link rear end with a ford 9 inch in it., Custom frame mods and roll cage bu stormy's street 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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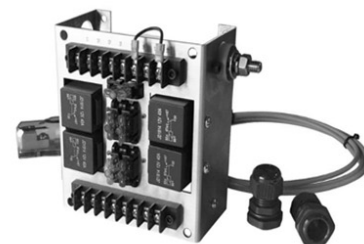
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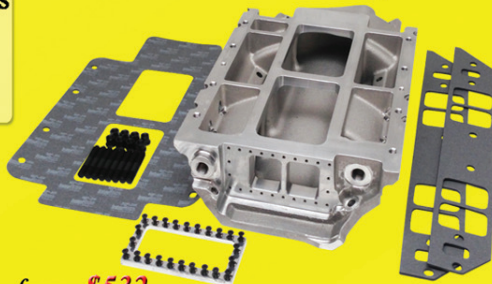
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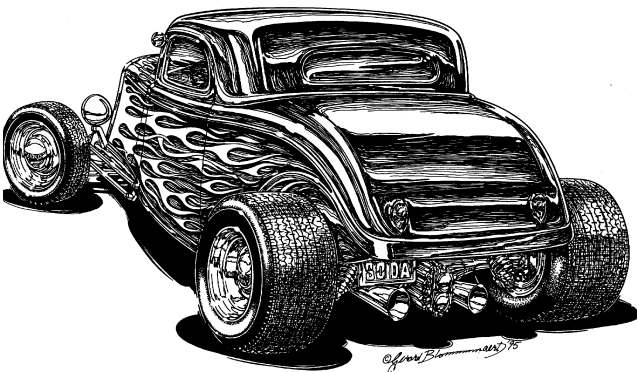
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Boulton Race Cars 225" R.E. Dragster. BBChev engine plates. Boulton Diff with Stange 2" 4.56 Gears. Fits 5'11" 220Lbs. Well Built car with a IA Certified to 7.50(expired). Wouldn't take much to put on the track. \$7500.00 403-872-3340

J2

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O1

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1970 Nova, round tube chassis street/strip car carrying both NHRA 6.0 and IHRA 25.2 chassis certification. Engine is a 565 BBC with a 1071 Blower Shop blower topped off with two 1200 cfm Holley Dominators. Transmission is a Dedenbear 2spd powerglide hooked to a Fab 9 ford 9" with 40 spline axles. This car is all steel including bumpers (fiber-glass hood) still has all the factory glass with roll up windows. No expense spared when this car was built, everything is either painted or powder coated. Has custom interior with factory looking dash, all lights and signal lights are functional. This car is street driven and gets a lot of attention. \$65k, If you have any questions feel free to contact me at 306-940-8305



1998 Camaro SS350/330 IHRA crate engine, metric 200 with Tom Waters shield, Moser 12 bolt w/4.88, 9 X 30 Hoosiers/10" Prostars, UMI torque arm and trans mount, Built from new body can run 1998-2002 Best 10.68 @ 123 w/1.36 60 ft. \$21,000, CALL 306-684-5200 J1

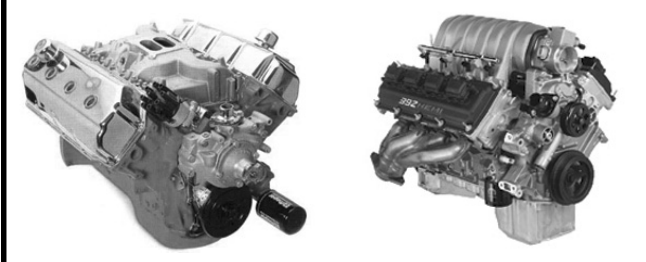


1987 T-Bird rolling chassis, super clean zero rust Washington car. Imported properly and currently sask plated. Team Z k member (no mounts), front and rear suspension, ARB. street tires and slicks on additional set of wheels, fuel cell, battery relocate, alum rad, e fans, poly race seats, most interior is there. Through floor subframes need to be completed, comes with new 12pt cage kit. would make an awesome street/strip car. Lost interest and just taking up trailer space, may take a trade. Call 306-774-6907 J1

1994 Mustang (zero rust)with big block swapped in! Manual brake conversion. DOVE-C heads (1970) built by D&W in Calgary, Weiand stealth intake, roller rockers, large pushrods,very low k bottom end(460),comp cams lumpy cam, C6 trans with 2600 stall, TCI shifter, 8.8 with 3:55 gears, new tires/wheels, brakes all around with vented rotors, aluminum rad and 3 electric fans keeps it cool. I'm sure there is stuff I'm forgetting.....let me know what you got...this car needs minor stuff to complete! Car runs/drives awesome! A true torque monster! Text only 403-990-5085 J1

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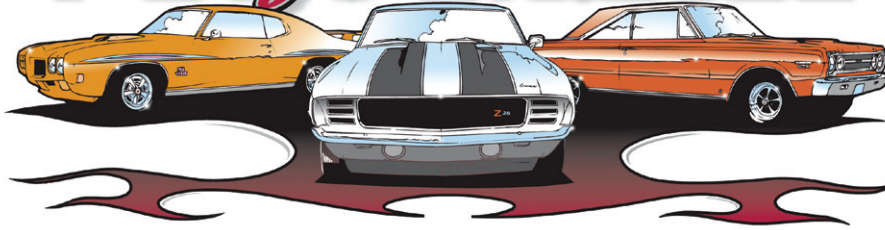


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65 Mustang coupe, Tons of hours spent and lots of Parts -302 -4 Speed -4 bolt wheels -Rust removed and replaced -Decent work -Tons of parts to complete except windshield and seats interior etc . IF you are interested you will come and -Great value first person will buy for \$ 6500.00 CALL 403-350-7051 J1

S&W 221" dragster. Headers Throw your motor and transmission in and go. GREAT DEAL MUST GO !!!! Might be interested in trades. Let's see what you got. 3000, Call 403-740-9205



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

80 Malibu Bracket car. 2 door coupe, caged, cheetah shifter, Autometer gauges, new door and trunk lock , Ford 9 inch rearend with ladder bars, spool with 31 spline Currie axles, 4.56 gear, good glass, 4 core rad, wilwood master cylinder with Wilwood front rotor and caliper, BBC headers for a Malibu MSD 6AL@Fuel cell with Holley blue pump, Braided 1/2 inch fuel line to the front , All steel, Brand new slicks not mounted

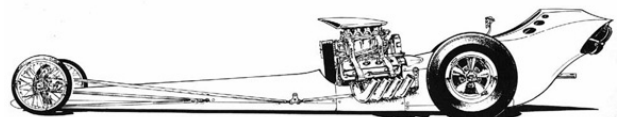
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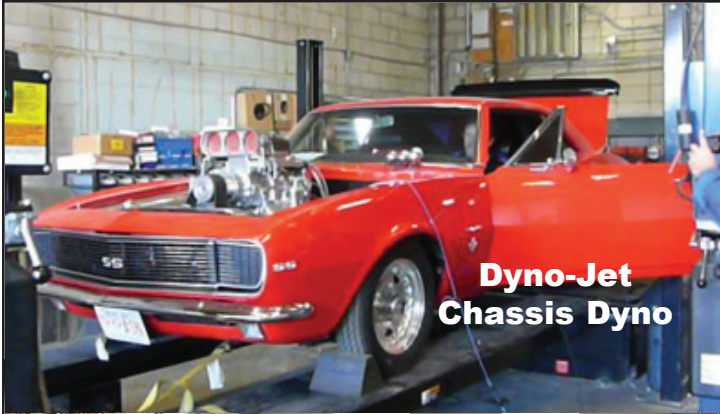
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Vega drag car roller. Not street legal but does have a vin in door jam. Roll cage with 8.50 legal spring loaded swing out. Never got cage cert'd but it will all is up to code. Ford 9" 5.67 gears 33 spline axles 31x13 slicks one half season on them. 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 headed 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



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J1



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Keith. 403-714-5845. Calgary Alberta

J1



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As a racer, winter months are extremely hard to get through. Most people are able to find something else to do, like sledging, skiing, vacations, whatever is fun, relaxing and challenging to fill the void. I am probably a bit different than others. I have racing on the brain all the time so the time off is ok when I am busy working on the car, but it is agonising when we are buried in snow and cold. It is my problem, and not a reflection on anyone else.

I have this addiction that started when I was 16 years old climbing into my first dragster, and the claws of this addiction have dug in deeper and deeper each season, until I was possessed by it, and anything else was just not good enough. I guess that's why I have spent my entire life racing, doing whatever it takes including funnelling any extra money that came my way through bonuses, raises in pay, unexpected windfalls, etc to keep the dream alive. Without racing I would have a paid off house, maybe a boat, and retirement money. It doesn't matter though, I don't regret any of it. I have campaigned some sort of race car for over 40 years now, not a lot of people can say that. I definitely could not have done it without the support and participation of my wife and kids, it would have meant nothing if they weren't there.

A few people that I know have been able to leave the sport, not sure how they do it. It must take a lot of will power to stay away from the track. Perhaps they were able to fill the void with the other things I talked about, vacation homes, kids and other sports. The off season just gives such an empty feeling, it's like I lose my identity. I crave the challenge, and always being a low budget team, there have been lots of those. I have always wanted to be the guy to beat; I have been at the top for a few brief moments and it's incredible, but it never seems to last very long. In drag racing the lows can be quickly offset by an outstanding performance or win light, I guess that's why we always come back even after a devastating experience.

After many years of running a top alcohol dragster we switched to a funny car, mostly because there were more races for them, especially with IHRA in 2005. Unfortunately IHRA doesn't tend to stay loyal to their pro classes for long, and the NHRA scene became way too expensive to run competitively. We once could fill an 8 car field with just Edmonton cars, suddenly there were just 2 or 3.

That's when we decided to switch to nitro for 2011. The nitro car rejuvenated our team, we had a new challenge and different people to race with. There are so many more cars, teams and people, and it is cool to mingle with the big names of the sport. Trading secrets and lies, giving and taking advice, and just getting together for a BBQ is so refreshing.

During these times it seems like all is good in our own little world.

When we started out with the nitro funny car we didn't even know how to start. Some racers wanted to give advice but it was all contradictory, and I was scared I would do the wrong thing and blow all our stuff up. We did manage to figure it out somewhat, but we started slow. Our first race was in Vegas in 2011, and our best e.t. was 6.50. With that baseline we were able to improve to a 6.03 by the end of the first season, not too bad. The next spring we went back to Vegas for the Rockabilly race and ran our first 5 second run.



We were maxed out though, we were doing it all with gear ratio, not with power. We put a brand new blower on the car, confident that we would be in the fives every time, but it didn't happen. What I didn't realise, being a nitro rookie, is that the fuel system and blower depend on each other a whole bunch, so our suddenly great blower was just too much. We spent the next 2 years burning up a lot of pistons. We enlisted the help of our friend Tim Nemeth, and the tweaks he made to our combination worked right away. We were closer to being competitive, running 5.90's and 5.80's .

Years later, with the revived Arctic Traveller funny car, we have potential we have never seen before. Running the 5.84 at 4600 feet (Spokane) with minimal damage, we are hoping to make the right moves to maybe be an actual threat.

Sitting out the 2020 season was devastating. The Covid lockdowns have turned some of us into nervous wrecks and have deprived us of what we love to do. Add to that the new economic realities that we all face because of it, it worries me that some of us won't be able to continue if/when North America gets back to business as usual.

Don't get me wrong, we fully intend to race again, and with our great list of sponsors I am sure it will come to fruition.

Ken



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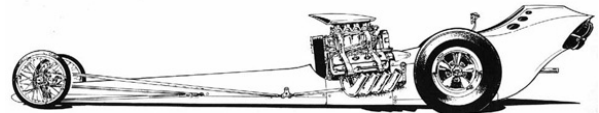


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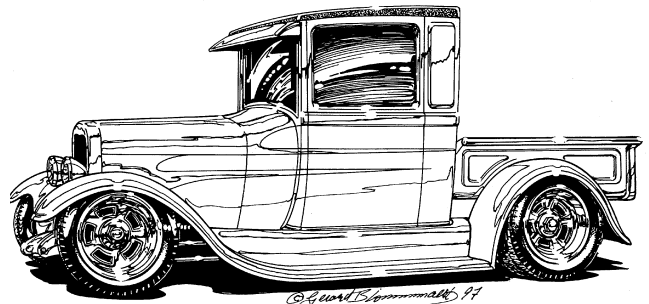
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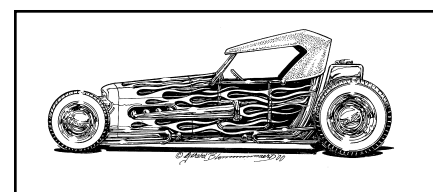
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