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FEBRUARY 2021
Volume 27, Issue 2

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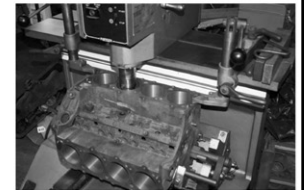
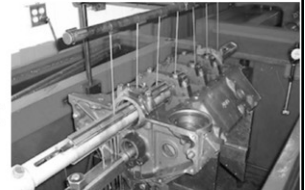
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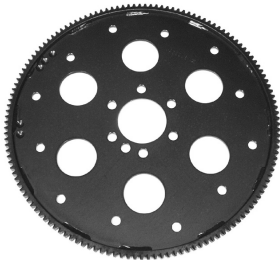
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Out & About

I have some racing geese for sale.
Let me know if you want to take a quick gander?

Racing a bear

Two campers are walking through the woods when a huge brown bear suddenly appears in the clearing about 50 feet in front of them. The bear sees the campers and begins to head toward them. The first guy drops his backpack, digs out a pair of sneakers, and frantically begins to put them on. The second guy says, 'What are you doing? Sneakers won't help you outrun that bear.' 'I don't need to outrun the bear,' the first guy says. 'I just need to outrun you.'

A Blonde woman was speeding down the road and was pulled over by a female police officer, who was also a blonde.

The Blonde Cop asked to see the blonde driver's license. She dug through her purse and was getting progressively more agitated. 'What does it look like?' she finally asked. The policewoman replied, 'It's square and it has your picture on it.'

The driver finally found a square mirror in her purse, looked at it and handed it to the policewoman. 'Here it is,' she said.

The Blonde officer looked at the mirror, then handed it back saying, "OK, you can go. I didn't realize you were a cop..."

My wife is speeding and lying about it to me...

I can't find any tickets as proof but her friends tell me almost every day that she is getting nailed by 2 cops.

Learn to speak Chinese

- 1) That's not right Sum Ting Wong
- 2) Are you harboring a fugitive?..... Hu Yu Hai Ding
- 3) See me ASAP..... Kum Hia Nao
- 4) Small Horse Tai Ni Po Ni
- 5) Did you go to the beach? Wai Yu So Tan
- 6) I think you need a face lift ... Chin Tu Fat
- 7) It's very dark in here Wao So Dim
- 8) I thought you were on a dietWai Yu Mun Ching
- 9) This is a tow away zone No Pah King
- 10) Staying out of sight Lei Ying Lo
- 11) Your body odor is offensive ... Yu Stin Ki Pu
- 12) Great



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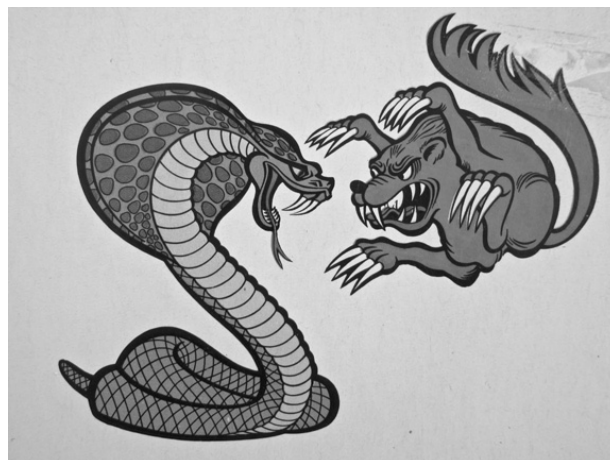
COVER Doug Adams pic

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"Pic of the Night Shots"

Doug Adams

Greetings Quick-Timers and Happy New Year! I hope the new year finds you well. Everything is as good as it gets down here in the lower 48. I'm sure there's no need to elaborate.

My holiday went pretty much as planned. I had a few days off with the family, made my traditional lasagna for Christmas and threw away a beautiful scratch made pumpkin pie because the pumpkin was sour! Oh well, at least it looked good! Our plan to forego gifts and just enjoy the days and a good meal worked out well and mother nature gave us a few Chamber of Commerce days....until she didn't!

I had high hopes to get out to a few donut shop events in my area over the holiday but was foiled by rain, two weeks in a row. Then, I had to make an unscheduled trip to work the following weekend?

As it sits right now, just about the time you are reading this, I'll be heading to SoCal for the weekend with hopes of going to Huntington Beach and Donut Derelicts as well as another get together that I have been seeing on social media.

I did make a trip to SoCal, the Monday after Christmas, to help my buddy take the engine out of his 55 Chevy. The whole deal got washed away with the first major rain storm of the season. Since he has a small one car garage our plan to push the car outside and work on it was out of the question. We just visited for about an hour before I turned around and headed toward home. The bright side was he gave me a nice 4 bolt main 350 engine block for my old truck, which made my day. The 55 will have to wait for another day. On my way out of town I decided to take a ride by the Mooneyes shop in Sant Fe Springs. My buddies place is in Norwalk, only about 10 minutes away. It was just a little after 9am but Mooneyes was open and I was able to pick-up a few things for friends on the east coast.

As we enter the second week of January the quest for the Golden Driller is underway in Oklahoma at the Lucas Oil Chili Bowl Nationals. Since the race will be over by the time you read this I will say that I read Kyle Larsen won an A main. I didn't read anything further because it isn't going to be on TV for another 3 days and I don't want to spoil it for myself.

It's great to see that Kyle will be back in the big leagues this year racing for Hedrick Motorsports in the NASCAR Cup Series. The kid can drive, there's no doubt about that. He's gone from the outhouse to the penthouse over the past year and hopefully learned from the ayre of his ways.



The feel-good story of the 2020 NASCAR season was that of Chase Elliot. After his past few seasons I wondered if chase was ever going to join his dad Bill as a cup champion? Chase answered the question at the season finale in Phoenix. The bell rang at the Dawsonville pool hall, as Chase hoisted his first NASCAR cup with his dad by his side.

With Daytona only a few weeks away Chase took to the dirt in Oklahoma with hopes of at least competing. I read that he didn't make the A-Main but still has a chance to race his way in via consolation heats. Directing the focus back to our favorite form of racing, 1320 kind, top fuel pilot Austin Prock was back in Tulsa for his third appearance at the Chili Bowl. In 2019 Prock entered the top fuel ranks when he climbed behind the wheel of a John Force Racing machine. Conquering a nitro burning monster is one thing, impressing Force is another. With legends like his grandfather Tom, Don The Snake Prudhomme, Force and his dad Jimmy behind him the only way to go was up. Prock won a race and took NHRA rookie of the year honors in 2019 but has been sidelined since Force parked his team for the shortened 2020 season. For now, Prock is back in the friendly confines of his midget racer for a few weeks, we will find out what's going to happen with his top fuel car in the weeks ahead.

Sticking with dragsters, it was announced earlier this month that Larry Dixon will be inducted into The Motorsports Hall of Fame of America. Dixons 62 win career, with two teams, plants him fifth on the all-time win list. The 3 time champ will join thirty or so other drag racers in the hall. To date Dixon is the only class of 2021 inductees to be announced. Inductions will take place this fall.

"Pic of the Night Shots"

Doug Adams



And speaking of the fall, Cindy and Steve Gibbs have announced that Nitro Revival 4 has dates secured in early November 2021 at Irwindale Raceway...that's a little bright spot on the horizon.

As for the near term the horizon is a little gloomy, as far as car shows and races go. The Grand National Roadster Show and the Sacramento Autorama have been scuttled for the year. The March Meet is postponed for now with no official, reschedule, announcement as of this time. Rumor has it that a late May date is being considered.

Aa I mentioned before, I was shut-out for this month with nothing new to bring you accept for some memories from the past. A few weeks ago I started going through my hard drive and posting random photos on social media calling them "Pic of the Night Shots", just whatever caught my eye.

So, I thought I would continue with that, scan the hard drive and bring you some favorites from my collection. If all goes well I'll be back next month with photos from my upcoming SoCal adventure. Enjoy the photos,

Doug



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"Pic of the Night Shots"

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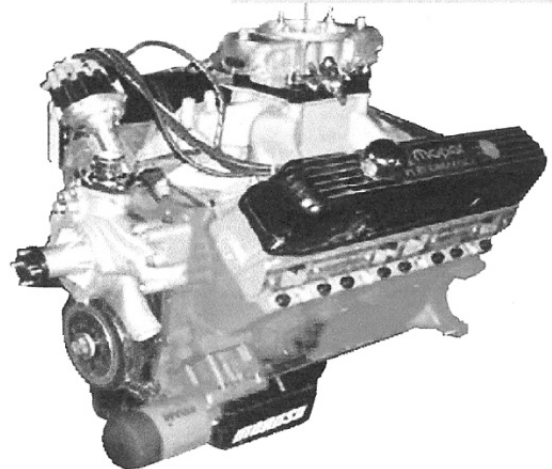
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1967 396 big block passenger block. has Edelbrock RPM 540 hp kit, roller rockers ARP bolts crank cut block over sized flat tops, fresh rebuild maybe 1500 km, MSD distributor, all pulleys with p.s and alternator complete front serpentine belt assembly (new). new starter and flex plate. drop in and go no carb or headers. \$4700.00 CALL 780-913-4709 J1

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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

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Hoosier 18790 34:5x17x16 brand new still have stickers on, stored in shop \$1000, Rossler 3 speed 1.66 first. Turbo spline. Xhd with many upgrade. Never installed. Was spare. \$8800 Coan 10" all billet bolt together converter with 45/19,35/19. With rebuild kit. Less then 20 runs. \$3000, 2x4 1250 carbs like new. \$1750, 2x4 1600 Gettem carbs. Like new. Blade type. \$1800 2x Hughes converter. Gm96-7sb+1 one new one used. \$800/500, Coan 10" bolt together with #1,2 steel pumps from behind 674" Na bbc. \$1800, Neil chance steel bolt together 9" used. 632 Na 1300hp \$800 Neil chance all billet 9' 632 Na 1300hp \$3200, 4x 10" diffs. Strange and Mark Williams. One of each 4.10/4.30 Like new. Strange \$2400 MW \$1900 Jri rear shocks from TS car. Like new. Less then 20 hits. \$1600 text, please only. Darryn 403-506-7402 J1

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Used SBC belt drive kit made by Ron's Racing Products. It fits Enderle style 3 bolt pump flange. I don't have a belt for it. Bearings are in good shape. Asking \$150 can. Call or text Darrell at 250-319-5501

Aeromotive A1000 in tank fuel pump used on dyno, too small. \$575, call 403-807-2647 F2

BBC Std Deck 9.800 Indy Blower Intake With Burst Panel All O Ringed Nice Manifold \$1000, call 778-878-7244 F2

4" electric exhaust cutout. Works great, mount plate \$80 obo, Center Force clutch ,dual friction 10.5" New \$310 obo Vibrant turbo oil supply filter complete \$40 403-556-9814 J1

BBC .030 over 454 2 bm machining done filled block, 6 x Srp .030 pistons, 6x 6385 scat I beam rods Scat 9000 4.25 crank (needs work) External Sfi balancer External Sfi 168 tooth flexplate \$800 obo CALL 250-720-9971 J1

MSD 6BTM, \$500 Msd part number #6462, Simple ignition control, retard timing under boost with a dial. Bought new used very little. Swapped car to turbo Ls no longer need this. Was on a twin turbo blow thru 540. call 306-726-7307 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

1963 Corvette M204 speed completely rebuilt with competition plus shifter. \$2000 OBO -Dart Sportsman heads (iron) straight plug. Many hours into porting and polishing, completely rebuilt! \$1200 OBO- Complete 454 cores open to offers!-440 Dodge steel crank and six pack rods \$400-440 cylinder heads 906 casting, fresh valve grind and ports haven't been touched. \$600-Lots of Chevy and Ford cranks, heads, intakes and engine blocks. -1963-1970 SBC close chamber straight and angle plug GM #-s-1968 Ford complete GT 390 engine \$1500 OBO-1970 Boss 302 heads freshly ground ports haven't been touched! \$2000 -Tunnel ram intake for Boss 302 \$400 OBO, phone or text 250-801-4811 N1

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"Pic of the Night Shots"

Doug Adams



"Pic of the Night Shots"

Doug Adams



70 Years of memories

Drag racing's legendary "Greek," Chris Karamesines, ended his driving career at the close of the 2020 season at age 89. Or is it 92? There are so many questions. After all, when your drag racing career spans 67 years (61 of them in Top Fuel), there's a lot of room for questions we'll try to answer.

When it comes to the life and times of Chris Karamesines, there will always be some things you can debate. His age. Whether or not he made the first 200-mph quarter-mile pass. How much gold plating really was on his famed Top Fueler. After all, when your drag racing career spans 67 years (61 of them in Top Fuel), there's a lot of room for discussion.

What can you say about the Greek?... member of every Hall of Fame that really matters - the International Drag Racing Hall of Fame in Ocala, Fla., the International Motorsports Hall of Fame in Talladega, Ala., and the Motorsports Hall of Fame of America in Novi, Mich. - and some that aren't even on the list. He was one of the few people on NHRA's list of its Top 50 racers (No. 30) in 2001 who hadn't won an NHRA event.

What no one will ever dispute is what the man we call "the Greek" has meant to our sport. The adjective most commonly associated with him - "legendary - doesn't even begin to cut it.

He's been there to entertain and inspire us for so long that it seems impossible that he's really hung up his helmet, ready to turn the cockpit over next year to his granddaughter, Krista Baldwin (daughter of his daughter, Paula, and California Top Fuel racer Bobby Baldwin).

Karamesines has always been elusive when asked about his age. I think he gets a kick out of it. The records in NHRA's database say he was born Nov. 11, 1931, and so does his page on Wikipedia, which would make him 89 right now

When did he start racing? After getting out of the Army in 1951 and spending his last few years in service in the motor pool, it's not a surprise that when he returned stateside that he got into racing. "I've always been interested in speed," he admitted. "Motor scooters, motorcycles, race cars. I was interested in all of them."

By various accounts, he started racing oval-track modified stockers in anywhere from 1949-51, racing all over Chicago at places like Bedwell Stadium, Raceway Park, and the 87th Street Speedway on the mean streets of Chicago's South Side.

Not that "the Greek" wasn't into hot rodding, too. He was a member of the Schlitzers car club (named after the famed Milwaukee brand of beer, whose trademark was beer can hanging on the back of their cars). His first car after leaving the Army was a flathead-powered Model A and he also had a '49 Olds, but his go-to car quickly became this '36 Ford Phaeton four-door convertible with an Olds engine. This is the car in which he made his first trips down a dragstrip, "the Greek" made his first passes down a dragstrip in 1953. on the airport dragstrip in Half Day, Ill. He ran the car in the A/Street Roadster class and set track records of 12.21 and 122 mph on pump gas.

While Garlits did get the first NHRA national record at more than 200 mph with his pass of 201.34 at New Jersey's Island Dragway on Aug. 2, 1964, even "Big Daddy" gives Karamesines the credit for the first 200-mph pass. While a number of drivers had received seven-second clockings at meets across the country, by all accounts, Karamesines 7.99 at Bakersfield also was the first seven at a major meet.

Before guardrails were introduced, Karamesines sometimes went off the track, only to resume the run under full power and occasionally win the race or drive through crazy mid-track wheelies. He had that never-lift spirit and it served him well. He didn't get the nicknames "the Crazy Greek" and "the Mad Greek" by accident, but there was a method to his madness.

After licensing with an early shutoff 3.99 in October, Granddaughter Kristin, will now continue the family legacy in her grandpa's car and will wear her dad's number, 725, on her car when she debuts at the 2021 Gatornationals.

Thanks Greek for the 70 years of memories.





2021 Good Vibrations Motorsports March Meet Presented by Lucas Oil Postponed

FOR IMMEDIATE RELEASE:

Contact: Auto Club Famoso Raceway 844-34NITRO Or email
Blake@FamosoRaceway.com

Bakersfield, CA (12/16/2020) - Auto Club Famoso Raceway officials in Bakersfield, CA have decided to postpone the 2021 Good Vibrations Motorsports March Meet, presented by Lucas Oil. The new date is set for May 27th through the 30th.

The Pandemic is causing a new wave of issues with regards to case counts, travel restrictions, business closures and stay at home orders. In all likelihood these issues are going to persist into the New Year. In response, the Famoso staff feels postponing the event is the best thing to do at this time.

Announcing the postponement now will give everyone time to arrange their travel plans and give everyone a chance to get through these unprecedented times.

The event schedule will remain the same with a Test and Tune set for Wednesday May 26th and the event officially kicking off on Thursday May 27th.

All Race Entries and Full Event Credentials already purchased will be rolled over and honored during the new May date. Entries and Full Event Credential Sales remain open, so if you haven't secured your entry, you should do so now.

Anyone needing more information can call 844-34NITRO Or email
Blake@FamosoRaceway.com

The Famoso staff would like to thank everyone for their understanding with this tough decision, and hopes that everyone will be able to attend the newly announced date for 2021.

See you all at The March Meet in May!
-Famoso Staff

RED DEER SWAP MEET MARCH 20th, 2021

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F2

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D1

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D1

SBC 355 Short Block - \$1400 4 bolt main block, 2 piece rear main, Eagle crankshaft, scat connecting rods speed pro pistons 30 over, 12:1 ratio balanced, Patriot Aluminum Heads - \$950 64cc, comp beehive valve springs installed, straight plug with ARP head studs, Edelbrock RPM air gap intake - \$275 with thermostat housing Comp Top End set-up - \$650 hydraulic roller cam 12-443-8, push rods, 1.52 roller rockers, roller lifters JP Performance billet double

roller timing chain - \$140 with comp roller cam button and lock and timing cover GM Serpentine belt set up - \$800 with alternator, power steering pump and Edelbrock hi-flow water pump Hedman Heddres, ceramic, shorty - \$300 Radiator Be Cool aluminum - \$275 All parts are in excellent condition. Will consider serious offers.

Text/call Gary 403-601-7064

D1

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

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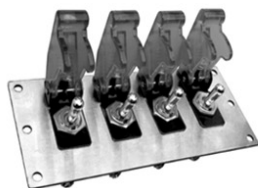
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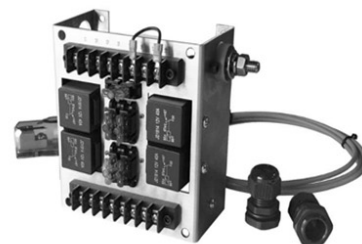
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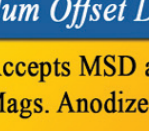
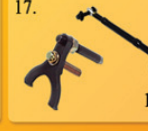


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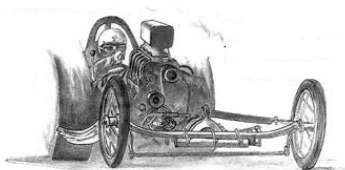
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1998 Camaro SS350/330 IHRA crate engine, metric 200 with Tom Waters shield, Moser 12 bolt w/4.88, 9 X 30 Hoosiers/10" Prostars, UMI torque arm and trans mount, Built from new body can run 1998-2002 Best 10.68 @ 123 w/1.36 60 ft. \$21,000, CALL 306-684-5200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



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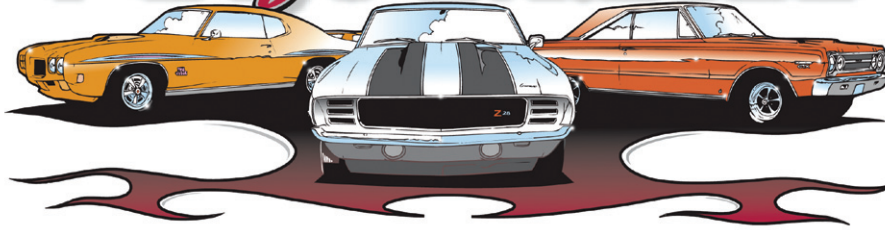


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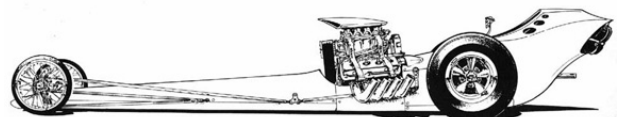
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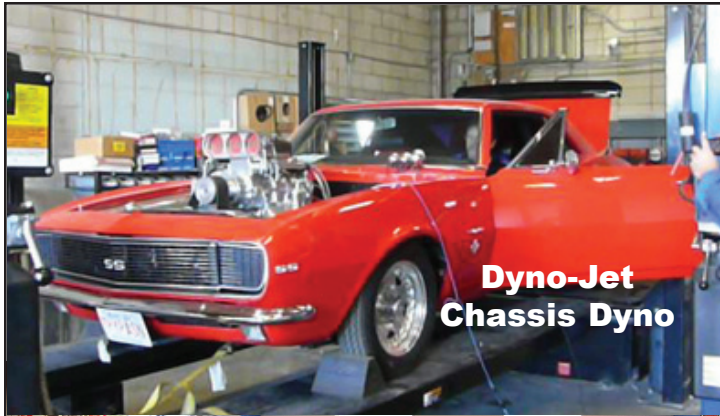
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Vega drag car roller. Not street legal but does have a vin in door jam. Roll cage with 8.50 legal spring loaded swing out. Never got cage cert'd but it will all is up to code. Ford 9" 5.67 gears 33 spline axles 31x13 slicks one half season on them. 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 head-ed sbc. Full fiberglass front clip. Stock front inner wheel wells cut out. Easy to work on. Wheelie bars cause it needs them. Also have a complete extra Center section with 33 spline spool but one tooth is chipped on the 4.89 gears. Good spare to throw a new set for 1/4 mile use. Car will need to be re wired. It was a mess when I bought it and I just patched it up to get me by. The price is \$8000 firm. 403-846-5655



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



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

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J1



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Dave: 403 594-0092, Murray 403 888-9900

J1



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

**SELL IT
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The 2015 season was a breakout year for the Sitko Family Racing team. We had jumped into the nitro ranks in 2011 with both feet, and found it very challenging to say the least. Our funny car was real slow at the start as I had no idea what I was doing, our first full pass was a smokin' 6.67.

I was pretty good at the blown alcohol stuff, but had no idea how to set up a nitro combination. By year 2 we improved quite a bit, running in the low sixes consistently and even dipping into the fives for the first time, but it was done with smoke and mirrors. Our blower was extremely weak at only 22 psi boost; I didn't know how to make power with it so I just piled on the gear ratios to get a better e.t. This worked pretty well, but the car had no top end speed.

A typical nitro percentage for us at the time was 92; I felt uncomfortable going any higher. I could tell the fast guys were shifting past 1/2 track, probably close to 9000 rpm, but ours would just fall on its face at 8000. Not knowing what was wrong, I went back to my alcohol days by installing a high speed lean out. The computer definitely showed the lay over at 8000, and we noticed that the fuel pressure at that instant was 150 psi.

At the same time I was really questioning if the nitro percentage was correct, our hydrometer was reading 92, even 94; we should be running faster, or at least burning pistons. We had been running the same pistons for over a year, and they still looked brand new. So, frustrated that things just didn't make sense, I borrowed a hydrometer from another racer as a comparator. Guess what? Ours was out by 5 percent! Our 92 percent was actually 87, no wonder it was weak. The only thing I could think was that the graduated paper scale inside the bulb was placed in the wrong spot when it was made. Armed with that information, we put a genuine 92 in it for the next run, and it made a huge difference.

The blower was still weak though, and wouldn't rpm, so I set up the high speed. I figured the motor was laying over when the fuel pressure reached 150 psi, so I set the poppet pressure to 140 and stuck a .040 jet in it to start. Not sure how much it would need, I just wanted to be safe. Wow, what a difference! We had run 229 miles per hour the run before, this time with the little 40 pill Nathan hit 240 mph for the first time. The high speed opened before the motor laid over and pulled enough fuel away to gain another 1000 rpm. I wouldn't normally recommend putting a high speed on a nitro engine, but for that combination with the weak blower, it was just what was needed.

After all this, it was obvious that we needed a new blower. Still being pretty naive, I was sure that we would instantly run quicker and faster.

One of the things I soon learned about a nitro motor though, is that you can't just change a major component like that without consequences. I backed the nitro off from 92 to 86, took the high speed out, and put 20 thou more head gasket in it. That should be enough, right? Nope. By half-track we were burning pistons, and an instant later it exploded the brand new supercharger into a dozen pieces. That was real demoralizing. We still had the old blower, so the car went back to being a weak suck while the new blower was being repaired. Luckily it only needed a new case.



Littlefield's did a great job on the repair, and we were back in business in a few weeks. Most of that time was spent shipping to and from, it really sucks being based in Canada. I managed to back the combo down enough after that so we could get to the finish line, but the next few years would be a balancing act between going fast and burning stuff up.

In 2015 we asked Tim Nemeth to straighten our shit out, and he came to Edmonton in May, parts in hand. We changed a bunch of stuff, including the nozzle sizes, clutch and gear ratios and had instant success. Once we could make it to the finish line without hurting the engine, confidence was high for the future. We were honored to be invited to the Goodguys race in Seattle, and very happy that Nemeth was there to guide us. I don't often get to race at sea level, and I often mis-calculate how good the air is. Especially Seattle. The large amount of trees at the track emit so much oxygen there, in my opinion even more than any weather station can illustrate.

Our competition was to be Roger Garten in the War Horse, Kris Krabil in Bucky's Firebird, and Devery Howard with Twig Zeigler. We were the poor kids on the block and were making 2 passes that night so we spent the day getting ready. We were first up against Roger. The War Horse got crossed up at half track, while Nathan streaked to his quickest run ever in the nitro car, a 5.88.

Krabil got by Twig's Satellite with a great 5.69, and we all headed back to the pits to survey the damage. Our team pulled the heads off to change the rack, but didn't realize that the heads were severely damaged until they were almost ready to go back on. The bottoms of the chambers had gotten hot enough to sag tremendously.

Add that to my sea level carnage list!. By the time we got the spare heads out and put headers on them, our competitors were already pulling up to the line. We went into hyper drive to finish up the motor, no time to set valves or test fire the engine. As the valve covers were being tightened, the guys strapped Nathan into the car, and I ran to the starting line to tell them we were in our way. I was sort of expecting that the first pair would be firing as I got there, but was so happy to see the drivers sitting on their tailgates, waiting for us. That's what I love about drag racing, the sportsmanship and camaraderie. It turns out that we were in the first pair against Twig's car; Devery had his suit on and was just sliding into the cockpit as our car pulled up to the staging lanes.

Hundreds of fans were standing there to watch the final rounds from behind, we were worried how to get through, but the seas parted and Nathan pulled right into the burnout box. As soon as the cables were hooked up, the starter gave us the signal and the engine fired. What a relief!

The engine sounded great during the side by side burnouts, then both drivers staged in the dark of night. The ambers flashed and Nathan got 2 hundredths out of the gate, 16 candles lit in both lanes until they both crossed the finish line. The win light flashed in our lane, 5.92 to 5.91. Krabil cranked out another stellar e.t. in the last pair of the night to claim the event win. I believe we finished second because we weren't quite as quick as Bucky's car., but we both had 2 round wins. It was one of those days that was a lot of hard work, but so satisfying.

Kenny



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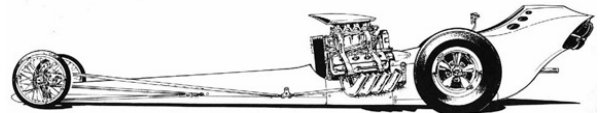
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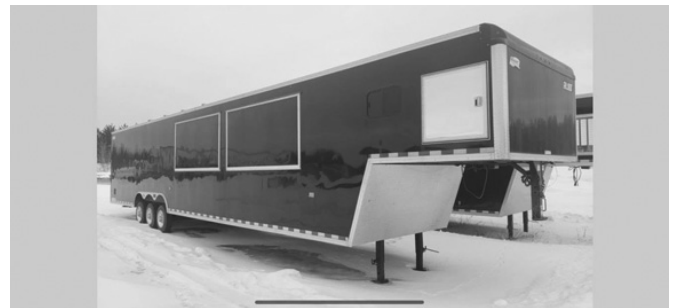
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Information required for submissions are simple,

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City/Prov location of the Event

Contact Phone number for Event

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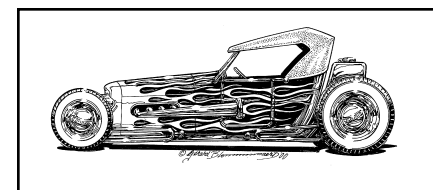
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