

Canada's Performance Magazine

QUICK TIMES

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MARCH 2021
Volume 27, Issue 3

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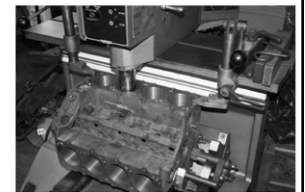
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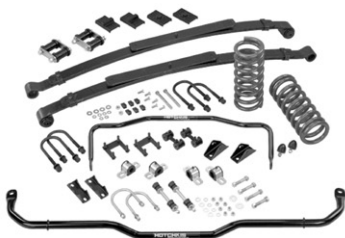
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DoorCarsandDragsters

JUNE 18, 19, 20 2021

32 CAR SHOOTOUT

PRE-ENTRY ONLY

@ \$500 per racer

1 entry allowed per racer

BUYBACKS

\$175 after first round

\$10,000 to WIN

*Pre-entry opens February 6 until March 6
and will close sooner if SOLD OUT

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SPECTATORS

\$15 per day

Blind Calcutta
SATURDAY \$25

BOX & NO BOX CLASSES

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Opens February 6 until March 6, 2021

\$299

March 7 until gates June 18, 2021

\$350

DOUBLE ENTRIES ALLOWED

One in either class, Box, No Box
or one driver can enter twice
in one class.

Max 2 entries.

Buybacks AVAILABLE after first round.

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Saturday & Sunday

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\$10K to WIN

Saturday & Sunday

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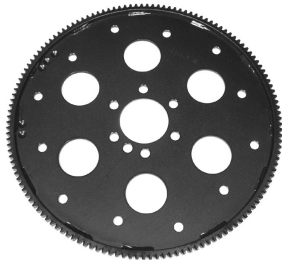
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Out & About

1320 Event Productions Ltd. announces the largest Big Buck Bracket Race in Western Canada will be held at Central Alberta Raceways in Rimbey, Alberta June 18, 19 and 20, 2021. The event will be open to all Door Cars including left hand steered roadsters.

Mike Ferstl, President and veteran Canadian drag racer will bring a fun, family format to Western Canadian drag racing. "We will bring some enthusiasm back to the track and fun is something the drag racing community needs right now. The pandemic has been hard on families and our daily life and we at 1320 Event Productions Ltd. want to give racers something to look forward to this summer. The response to the race has been outstanding to say the least with already **SOLD OUT.**"

The event to be held at the Rimbey racetrack will be an 1/8 mile format and is limited to the first 150 cars pre-entered in Box (Electronics) and No Box (Non - Electronics) classes. A 32 Car Shootout will take place on Friday and is already SOLD OUT. Racers will race for a \$10,000 prize in the Shootout and will come right back on Saturday and Sunday to race for \$10,000 in each class, BOX and NO BOX.

As an additional bonus, racers will be allowed to double enter at the event to give them several opportunities at taking home a large cheque. A Blind Calcutta will take place on Saturday June 19.

Racers wanting to enter, can visit www.beaverbig-buckraces.com and click on the Rimbey Alberta Race tab and follow the prompts to pre-enter. Visa, Mastercard and AMEX is accepted for payment. Spectators are welcomed, COVID permitting at the low price of \$15 and tickets may be pre-purchased on the website.

In addition, racers can follow along on Facebook, by visiting our Beaver apostrophe S Big Buck Races (Beaver's Big Buck Races) Facebook Group site. Facebook Live presentations as well as many new announcements will be posted frequently to keep racers and their crew, family and marketing partners abreast of new updates.



VOLUME 27 ISSUE 3, March 2021

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COVER Doug Adams pic

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 Publication Mail Agreement 40036721
 Return Undeliverable Canadian Address To
QUICKTIMES,
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If Racers have any questions, they may contact Mike Ferstl, promoter at mike@beaverbigbuckraces.com

The Rimbey, AB race is the second of 3 races which 1320 Event Productions Ltd. will be hosting in 2021. A 4 day race in Grand Bend, Ontario for August 19 - 22, 2021 has been planned and posted for well over 7 months and a third race is in the works.

See you in Rimbey!



"The Beginning"

Doug Adams

Greetings Quick-Timers, I hope you are well. As we roll into mid-February our situation is minutely better, at least here in California. I was able to see my barber without having to go to her speak-easy, make-shift, barbershop that she had set-up in her garage. Dining is opened-up to outdoor seating only. It doesn't seem like much, considering that it's winter...not Canada winter but, winter non-the-less.

Our days are decent inland but at work, close to the ocean, it's been 25 plus mph winds, rainy and cold, not fun when you have to be outside all day. Regardless of the weather just being able to go to work is enough of a blessing. And, we are busy, I'm sitting at my desk for the sixth Saturday in a row. This morning as I left the house, I decided to stop by the neighborhood breakfast spot and pick up something to go. I was early so I had a few minutes to sit there and think. I was thinking of what to write about this month. My mind was all over the lot, I thought about going way back to Connecticut Dragway, Englishtown or Indy but, I don't have many of those slides scanned.

Then it hit me, I can go back to the beginning. Well, kind of the beginning not the 1980 beginning but the 2007 beginning. There was a story there between the mid 90's and 2007.

OK, now I have the topic and its time to go in and order breakfast. Now, it's 5:45 on Saturday morning, its 38 degrees and there are 8-10 people waiting to eat outside...that's how desperate things have gotten! This is a broad-brush stroke of a story that I haven't told to many people. Sometime back in the late 80's/early 90's I was visiting a friend at his shop. At the time I was doing pretty good with my photography, had new camera equipment and was about to land a pretty good deal. My buddy tells me that a publisher, whose office happened to be just across the parking lot, was wanting to do a drag racing calendar. My friend also told me to get a portfolio together because he got me an interview. WHAT?

So, I took some slides to the lab, made enlargements, got a fancy folder and had everything ready for the big day. The publisher wasn't new to making calendars, he had been doing them for years, for other forms of racing, he just wanted to add drag racing.

As you could imagine I was a little nervous but the interview went well, he showed me the format and we talked about the types of photos he wanted. The format was one large feature photo for each month with two detail, smaller shots under it.

We shook hands at the end of the interview, I got the job and he was going to handle credentials for any races that I wanted to go to.

Our relationship lasted for several years, if I remember correctly and I say that because what happens next forced me to put all of this out of my mind. Normally, I'd submit my photos to the publisher, the calendar would get released, then several months later a package would come in the mail with calendars, my slides and a check.

Then came that fate-less day when I got a phone call from the publisher, asking me to come into the office. When I got there everything was good, we exchanged pleasantries before he handed me my slides and a check, I knew something was up.

He told me that because of one photo and the events that surrounded it being taken, things were going to change and it wasn't good. Now, in order to print the calendar, with top tier drivers, he had to pay licensing fees to their organization. This had a major impact on the calendar and from this point he was not going to have dedicated calendar photographers. Photos would come from other sources. There were several things transpired and because of my association with the calendar, I was left out in the cold. This drove me to put my cameras on the shelf.

For the next 13 or so years I didn't watch the races, didn't care! Fast forward to 2005 when my buddy from Alabama came to visit. We hadn't seen each other since our days of working on the International Space Station in Florida.

We were out in my garage and Dave said "hey man, I got something for you". He went out to his car and came back with a poster from the Hot Rod Reunion. I didn't know anything about the reunion until Dave filled me in.

I hung the poster in my garage and looked at it for a few years. Then in 2007 I decided to sell most of my film cameras and get a digital camera. My wife said that she would match the money I made selling my stuff so that I can upgrade. Coincidentally my wife, then girlfriend, bought me my first camera for Christmas in 1979. Everything sold, new equipment bought, and the fire was lit!

The next step was to get back in the game. I made a call to my old buddy, The Mongoose, at Drag Racer Magazine and told him what was happening. Tom took a chance, brought me onboard and like that I was trackside at Famoso.

"The Beginning"

Doug Adams



I'm not the most social guy but, I was eager to jump in with both feet. I met our editor Don at that race and asked him if he took contributions, he said sure.

That fall I sent him my first piece, the rest is history! So for this month, I'm going to dig back into the archives, to my first race back after 13 years, the 2007 California Hot Rod Reunion.

Keep wishing for better days and I'll see you next month, hopefully with something new!

Doug



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"The Beginning"

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"The Beginning"

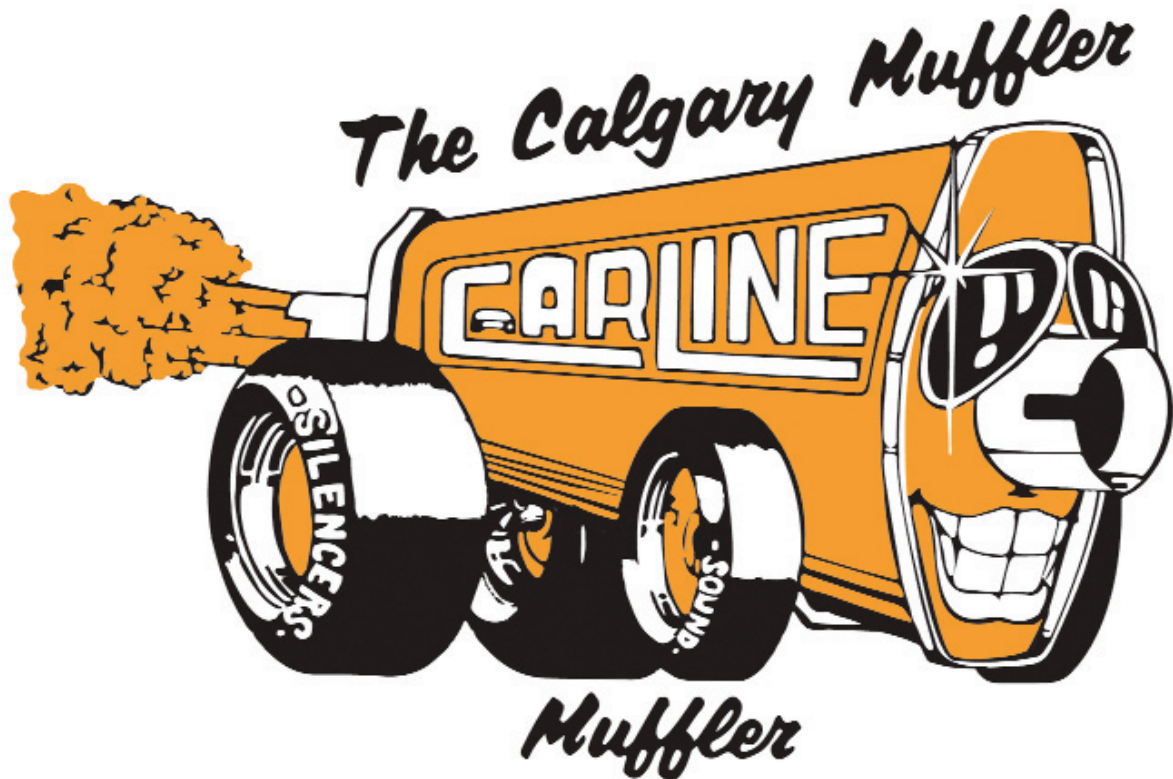
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"The Beginning"

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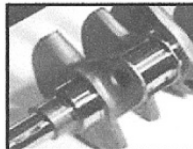
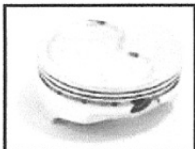
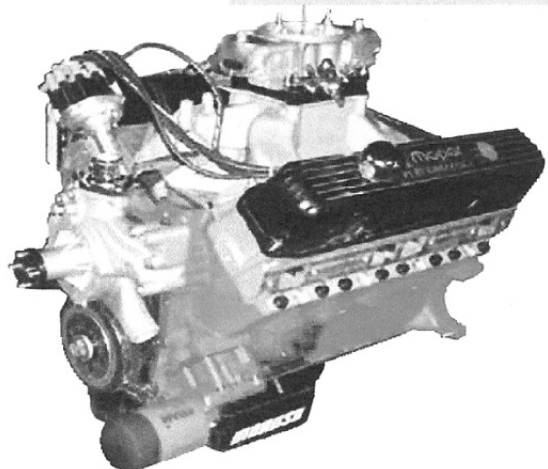
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548 wedge blower motor. There's only 4 1/8 passes on it for test n tune on it ALR race engines built it its all aluminum Indy aluminum block cross drilled mains billet crank grp aluminum promod rods CP 10.5 to 1 pistons Jesel belt drive bullet solid roller cam 800 lift. 572 13 heads that been CNC ported to blower manifold Jessel shaft mount rockers funny car pan indy oiling system 130 lbs of oil pressure manifold down \$20k, Or trade for a hemi plus I'll throw cash in too.
Call 403-597-2503 m1

327 motor. Bored .030 over for high compression pistons. Most machining is done to block. Needs to be line honed, Crank fully machined and prepped. .010 under on mains and throws, H-beam rods and stock rods, TRW high dome pistons, Rotating assembly needs to be balanced, Camel bump heads. Bare but machined and prepped to be built and used., Selling as a package. \$1200 obo Call or text 780-937-8862

496 BBC with Brodix 2 heads, 12.5 to 1 compression, got the motor refreshed October 2018 and be lucky if it has 1.5 seasons on it and most of that was 1/8 mile. Car ran very consistent, reason for selling is I bought a bigger motor. Dyno sheet attached, as well as cam etc, CALL me if you have any questions, \$8300,or text 250-874-1000 m1

582 BBC Dart Big M Short Block will be just freshened upon purchase, comes with Edelbrock intake manifold. Callies, Dragon Slayer Crank, Carillo, 6.385 Rods, CP Custom pistons for nitrous, lots of Nitrous, Xcellyne belt drive, Aluminum Oil Pan, Ati Balancer, Isky Roller lifters Erson/Reher Morrison Custom Camshaft, Moroso billet oil pump, Msd Crank trigger, Edlebrock 2927 Intake Manifold ported to Match Brodix 383 non MC heads. Heads not included, Really Nice and clean piece ready for the bottle. \$8500, Jason Field 604-779-2495

Fresh LT1 350 (.030). Lunati L350 pistons. Machined and balanced at ABS. NHRA stock eliminator style build converted to carb and distributor (ie. no computer). Will make in the 500 hp range. Have short video of it on run in stand I can email or text. I am offering as a long block including the water pump. I am keeping the headers, starter, carb, distributor and vacuum pump for the stand. \$6500 cell 306-684-5200 J1

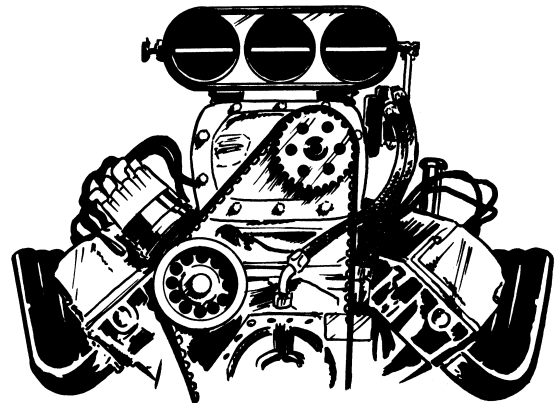
1967 396 big block passenger block. has Edelbrock RPM 540 hp kit, roller rockers ARP bolts crank cut block over sized flat tops, fresh rebuild maybe 1500 km, MSD distributor, all pulleys with p.s and alternator complete front serpentine belt assembly (new). new starter and flex plate. drop in and go no carb or headers. \$4700.00
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SBC 359 CID \$4,500, Motor Complete: carb to pan (except distributor, coil and plug wires.) Includes high torque starter and flex plate. 13 to 1 Eagle rotator, RHS aluminum heads with stud girdle and head studs, Q-750 Quick Fuel gas carb,

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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 MVV \$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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Strange Aluminum Struts, These were rebuilt by
strange just before SCSN Vegas in NOV 2019.
3 1/2 inch stroke. Single adjustable. Both struts have
new shim stacks to Achieve promod valving, they are
the stiffest valving available. 8 inch 300 pound springs
are included. In great shape and work perfect. I pur-
chased new double adjustable canisiter struts.
Available immediately. New they are \$2100 US plus
tax and shipping. All mounting hardware included.
\$1200 Canadian takes them. 1/2 price of new.
Jason 604-779-2495

m1

MSD Blaster 2 ignition coil (dyno time only)\$60
Autometer Angle rings for 2 1/16" gauges (New). \$20
Grant steering wheel. 15" diameter X 4 1/2 inch dish.
\$30 Chrome ignition coil with bracket \$25 Harwood
motor mounts for SBC \$20 Stewart Warner oil pres-
sure and water temperature gauges. One has cracked
glass but is repairable can be fixed. \$50 Performance
World fuel pressure regulator with -6 outlet and -8 inlet
fittings \$35 B&M Turbo 400 kick down switch (New)
\$55 Edelbrock fuel line kit with filter (New) \$40 -6
Areoquip Starlite hose (New) 5 ft \$25, 7 ft \$35, 2 ft
\$10. -8 Areoquip Starlite hose (New) 7 ft \$40
Please text or call 403-620-5291

m1

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

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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,
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F2

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\$310 obo Vibrant turbo oil supply filter complete \$40
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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
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J1

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ignition control, retard timing under boost with a dial.
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no longer need this. Was on a twin turbo blow thru
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D1

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Manley titanium retainers, less then 30 passes since
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girdles. Have a crane r290 roller with crane pop up
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Phone 403 318 6233

D1

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"The Beginning"

Doug Adams



"The Beginning"

Doug Adams



Zinc, and why you may need it

Whats the big deal about Zinc?

Lubrication is nothing more than a liquid wedge (cushion) between moving parts to prevent friction. But this alone doesn't guarantee success. Because liquid cannot be compressed, it is the perfect type of lubrication because it prevents metal-to-metal contact. When this film is pressurized, it creates a solid barrier between moving parts. Think of the liquid wedge like you would tires hydroplaning on wet pavement. Tires move over the surface without actually touching the pavement.

There has been a lot of confusion in the last few years about the lowering of zinc and phosphorus levels in modern oils and how these lower levels relate to classic and performance engines using standard flat tappet lifters - that is, just about every car built before the Eighties. The concern involves the use of the new lower zinc/phosphorus-content ILSAC (multi-viscosity) oils, readily available on shelves at auto parts stores everywhere, and how compatible they are with these older engines.

In theory, the liquid wedge should always keep moving parts apart. However, there are factors that can break down the barrier. And when this happens at high rpm, destruction can occur in a nanosecond. Extreme heat, which causes lubrication to break down, ultimately brings moving parts together to cause engine damage.

When anyone mentions zinc, they are actually referring to zinc dialkyldithiophosphate, a compound invented by Castrol for use in mineral-based oils or zinc di-thiophosphate (ZDTP), which is normally used in synthetic oils. Both have been used as an anti-wear ingredient in engine oil for many years. The zinc and phosphorus ingredients appear to be most effective when they are used together. ZDDP/ZDTP is one of many additives that are put into conventional motor oil to improve its lubrication qualities. Other ingredients such as boron and molybdenum are also added as lubricant enhancers.

What was discovered through oil testing by several engine component manufacturers is that many older engines experience a short period of time during engine start-up where critical lubrication is insufficient between metal-to-metal lubrication points when using modern oils with reduced amounts of ZDDP/ZDTP. These same enhancers unfortunately have their downside: The phosphorus in this compound creates carbon buildup in engine bores and valvetrains,



and both compounds can also lead to the early demise of catalytic converters. For this reason, the industry has been phasing out zinc and phosphorus levels since 1994, when the American Petroleum Institute's SH designation became the industry standard, and levels have been further reduced in each subsequent API rating for engine oils. Manufacturers have tried adding more boron to offset the effects of the reduced zinc and phosphorus levels; however, the dry start protection does not measure up to those using more ZDDP/ZDTP. This has opened up a whole new market for zinc/phosphorus additives for oil and many camshaft and engine manufacturers now recommend that an additive be used in initial break-in and for regular use.

All engine oils are rated for viscosity by the SAE as well as additive content by the API; passenger car ratings are two-letter designations that start with "S." Heavy-duty or off-road equipment ratings start with "C." The current API oil rating for passenger cars (gasoline engines) is SM and for trucks (diesel engines) CJ-4. Within these designations, you can determine how much zinc and how many other chemicals are present in the ILSAC (multi-viscosity) oils.

These levels do not apply to straight-weight oils. If levels in the ILSAC oils are too high for the API specification, they cannot be rated for the current specification unless the container specifies "for racing or off-road use only" or "for use in classic cars." This has caused oil companies to reduce levels of many additives, including zinc and phosphorus, to the required maximum in order to meet the current specification. Listed here are the current specifications for maximum amounts of additives to achieve the API ratings. P is phosphorus, Zn is zinc, and B is boron. Each figure is total parts per million of additives. These can also be roughly expressed in percentages by multiplying by .0001 (1301 PPM = .13 percent, 994 PPM = .099 percent)

Most engine and engine component manufacturers recommend zinc and phosphorus content of more than 1,200 PPM for break-in; in fact, many will void warranties on camshafts or crate engines if this minimum is not found in the oil sample you supply when returning broken parts for warranty. For this reason, many manufacturers produce their own zinc additives or oils with supplementary zinc included; GM even offers its own break-in oil with additional ZDDP.

Without zinc in the oil, wear for vintage engines with flat tappet cams increases exponentially. In fact, it is alarming how quickly it happens and how much damage it does. Zinc is crucial not just for cold start-up, but extreme conditions that make heavy-duty engine oils necessary for reliable operation. There's no magic in heavy-duty engine oil, just higher levels of ZDDP to help reduce wear.

The first thing you want to know about engine oil is if it has an "SM" rating, which indicates greatly reduced or zero zinc levels, which makes it harmful to your classic Mustang's engine. Do not use engine oil with the "SM" rating. Or, if you're going to use engine oil with the "SM" rating, use a zinc additive that will maintain proper ZDDP levels. Front and center for this issue is California, which wants all zinc eliminated from engine oil. Regardless of what government and industry mandate for engine oil, it is up to you to ensure sufficient zinc levels are maintained when you change or add oil.

ZDDP is crucial to engine wear and break-in issues because so many things need to happen when you fire an engine for the first time. When you fire a vintage engine with flat tappets for the first time and run it at 2,500 rpm for 30 minutes, you are work-hardening the cam lobes to ensure long life. Cam lobes not only move the lifters, pushrods, and valves, they also spin the lifters in their bores for proper function. The lifter and lobe must have sufficient traction for spinning to happen. This is why you don't want to run synthetic oil

or friction-reducing additive during break-in. ZDDP helps lifter/lobe traction. It also works into your engine's hardest working parts.

With respect to readily available oil, if you can find oil still on the shelf rated SJ or SL, you can use them, but you are right on the cusp of voiding a warranty. New SM oils are just not going to cut it unless they have a zinc additive to boost the rating and one of the zinc supplements should be used with these oils or oils containing additional ZDDP additives are recommended. Some enthusiasts have recommended using commercially rated CI-4 15W40 diesel oil to meet the zinc and phosphorus additive requirement; however, CI-4 is an old specification and hard to locate. You can see that the CJ-4 specification that now supersedes it is well below acceptable levels. Our best recommendation is that you contact your oil supplier for exact additive contents. Many straight-weight oils do not have to meet the ILSAC API specifications to be sold as SM or CJ-4, so this may be an alternative.

Classic car oils with elevated levels of ZDDP/ZDTP are also being offered by many suppliers. Regardless, if you are purchasing off-the-shelf oil for your classic car, ILSAC multi-viscosity oils rated SM or CJ-4 should have stated zinc and phosphorus additive supplements for use in older engines or an additional separate additive should be purchased and used with the new oil. As the new API rating SN becomes available in the next year, even more caution should be taken as the levels will be reduced even further.



API designations do not necessarily tell the whole story on the ZDDP content of the oil. Some SM oils will still contain some ZDDP, and some of the earlier designations may not contain enough to protect our early design engines. So the bottom line is that you should use the API ratings as a starting point in your search, and then if the oil bottle does not specifically mention ZDDP and the protection it provides for camshafts and lifters, place a call to the tech line shown on most bottles and confirm that you are getting what you think you are, Zinc additives are still your best bet.

Break In oil such as AMSOIL Break-In Oil has an SAE 30 oil formulated without friction modifiers to allow for quick and efficient piston ring seating in new and rebuilt high-performance and racing engines. It contains zinc and phosphorus anti-wear additives to protect cam lobes, lifters and rockers during the critical break-in period when wear rates are highest, while its increased film strength protects rod and main bearings from damage.

results in cylinder glazing due to peaks "rolling over" into the valleys and preventing oil from collecting and adequately lubricating the cylinder wall.

Protects Critical Parts from Wear

New flat-tappet camshafts and lifters are not seasoned or broken in and must be heat-cycled to achieve proper hardness. During the break-in period, these components are susceptible to accelerated wear because they are splash-lubricated, unlike other areas of the engine that are pressure lubricated. Break-In Oil's contains high levels of zinc and phosphorus (ZDDP) additives designed to provide the anti-wear protection required during this critical period.

Increased Film Strength

High-performance and racing engines often use aftermarket parts designed to increase torque and horsepower. The added stress can rupture the oil film responsible for preventing harmful metal-to-metal contact on rod and main bearings.



Quickly Seats Rings

The primary goal during engine break-in is to seat the rings against the cylinder wall. Properly seated rings increase compression, resulting in maximum horsepower; they reduce oil consumption and prevent hot combustion gases from entering the crankcase. To achieve this, however, the oil must allow the correct level of "controlled wear" to occur between the cylinder wall/ring interface while maintaining wear protection on other critical engine parts. Insufficient break-in leaves behind peaks on the cylinder wall that prevent the rings from seating. The deeper valleys, meanwhile, allow excess oil to collect and burn during combustion, increasing oil consumption. Too much wear

The engine builder's or manufacturer's break-in recommendations should be followed if available. Break-in period should not exceed 1,600 kilometers. When the engine is new, the exhaust ports will have a large area of oil residue. As the rings begin to seat, less oil is passed and the oil residue area begins to shrink. When the rings are fully seated and have formed a tight seal against the cylinder walls, no oil residue will be evident. Other common methods to determine if rings have seated include performing a leak-down test or horsepower measurements over time. Break-in duration will vary between engines.

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F2

Coan 9" turbo spline convertor , originally a coan , tightened by A1 for a 300 shot of nitrous . Stalled 6700 with 1300hp . Stalled 5000 with 950hp. \$ 500.00, Fitech fuel pump - 255 Lph \$ 100.00, K&N x-stream air cleaner dominator flange 9" \$ 80.00, Billet specialty single beadlock wheels 15x10x4.5" rear spacing 5 on 4 3/4 bolt pattern with Mickey Thompson pro bracket radials 28/10.5/15 \$ 2000.00, Biondo co2 bottle \$80.00, Autometer 2 1/16 ultra lite vac / boost gauge \$ 80.00, Tci flexplate 168 tooth Sfi expired. \$ 40.00, JE bbc pistons 4.630 bore flat top pistons . \$ 600.00, Weld sfi wheels screwed with MT slicks 33.5/16.5/16. 5"bs. 5 on 4 3/4 bolt pattern \$ 1500.00 Call or text 780-903-9621

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 Hedders, 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

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coil with bracket \$25 Harwood motor mounts for SBC \$20
Stewart Warner oil pressure and water temperature gauges.
One has cracked glass but is repairable can be fixed. \$50
Performance World fuel pressure regulator with -6 outlet and -
8 inlet fittings \$35 B&M Turbo 400 kick down switch (New)
\$55 Edelbrock fuel line kit with filter (New) \$40 -6 Arequip
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speed, 3.11 low , Mag Cases, All Titanium planetarys. low
drag planetarys, blue clutches, Simpson blanket, Bickle rails.
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ENDERLE FUEL INJECTION

A little Enderle History...

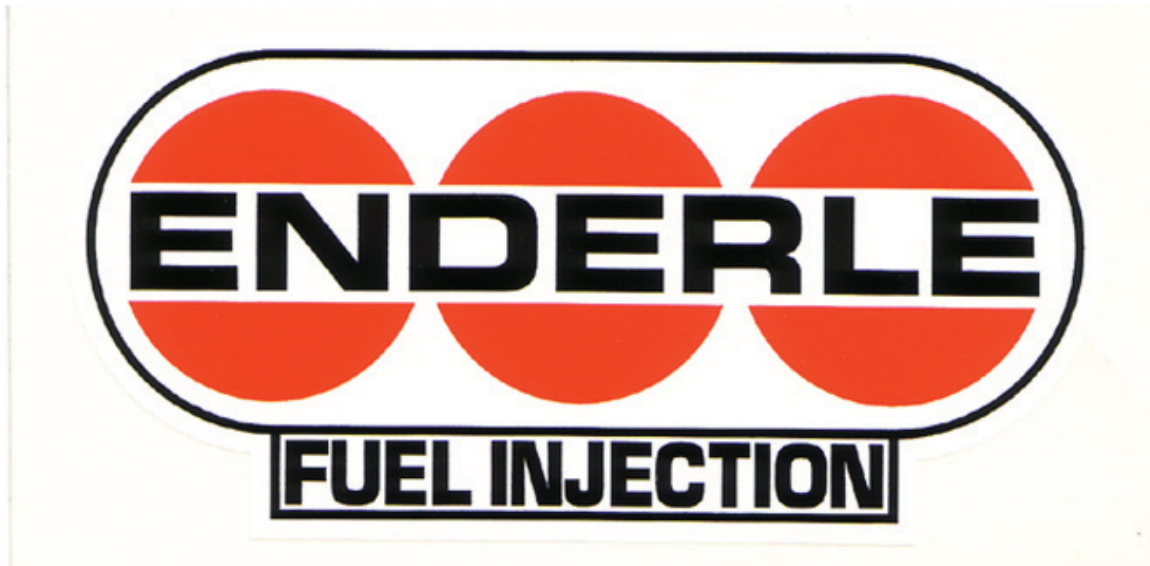
Kent built his first race car at the age of 15 with the assistance of two of his friends.

It had a modified coupe style body with a Model A engine and was, in the words of a magazine writer at the time, "brutally functional". He competed at the drags, El Mirage, and Bonneville with a variety of machines.

During this time, he was having problems with an injection system, and fixed it with parts of his own design.

The famous Enderle Bugcatcher was debuted in 1963 and was an instant success. This injector was the forerunner of the systems still being used. It was used by many racers including Don Garlits, Don Prudhomme, Tommy Ivo, and Chris Karamesines.

This injector saw many changes and improvements over the years with the development of eight hat nozzles and the nitro barrel valve. This injector was also used by many of the top funny car teams of the time.

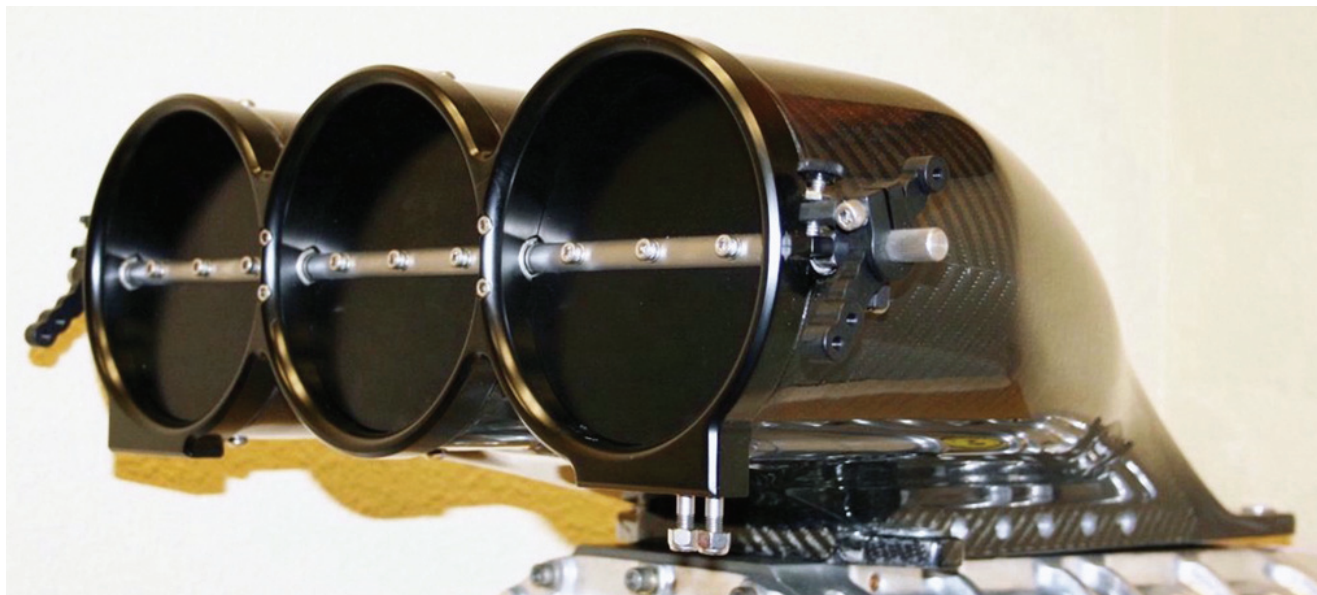


This early success led to the design and manufacture of the Enderle Barndoor Injector for supercharged engines. The Barndoor was used by many racers at the time, including Tony Nancy, The Frantic Four, George Bolthoff and Ted Cyr.

The small block Chevrolet port injector was first manufactured in 1962 and was very successful in the junior fuel classes at the time. These dragsters were powered by 300 inch engines running 95-100% nitro and were capable of winning top eliminator over the blown cars at some races.

In 1975, the Birdcatcher injector was introduced for the newly created blown alcohol classes. This injector was very popular in drag boats also. It eventually became the injector of choice for blown engines using gas, alcohol and nitro.

The Birdcatcher was adapted to fit onto tunnel ram manifolds in 1981 and has been very successful as a naturally aspirated injector.



The advent of the larger 12-71 and 14-71 superchargers led to development of the Buzzardcatcher injector in 1985.

Increasing fuel volume demands of the nitro engines led to the design of the dual fuel pump drive. This drive had interchangeable gear ratios, which allowed racers to tailor the fuel curve to the demands of the engine. The dual fuel pumps and dual barrel valves were the first high volume fuel systems for blown nitro.

In the 1980's, tractor pulling became more popular and many of the competitors used Enderle equipment of their engines, both blown and unblown. Kent became interested in the sport and started the Enderle Pulloff with the NTPA in 1987. this is a yearly event with cash prizes awarded by Enderle Fuel Injection, and has become one of the premier events for pullers.

From the original shop in 1960 in Eagle Rock, California which was around 400 square feet, the company has expanded to it's present day location in Simi Valley, California.

The plant in Simi Valley is over 18,000 square feet. And every square inch is utilized. Except for plating, polishing and heat treating, all Enderle products are manufactured in this facility...

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M2



68 Camaro, Was (re) built as a bracket car , 10 point cage, 482ci. BBC - concreted to water pump, bill miller alum rods(10 passes) , speed pro coated pistons, .750 cam ,Rec port cast heads (claridge) 1250cfm dom. , 2spd, fibreglass flip frontend (very nice for working) , , 9" c/w strange, centrelines with 11" slicks. 10.26 et a very solid - rust free car . Requires re-cert trans shield & harness & new rubber. Or make it into a wild ride street car may consider keeping motor /trans? 22,000 complete, call Dave 780-446-8533

A2

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F2



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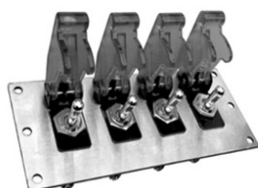


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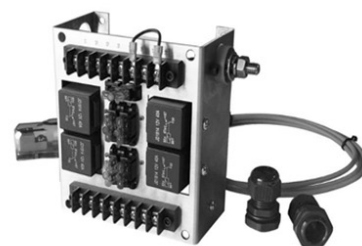
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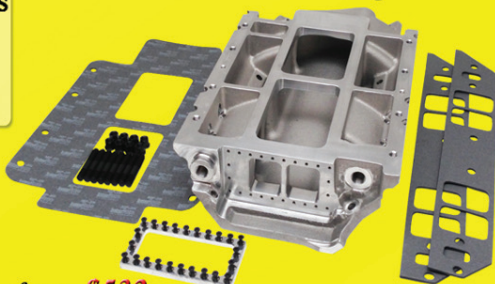
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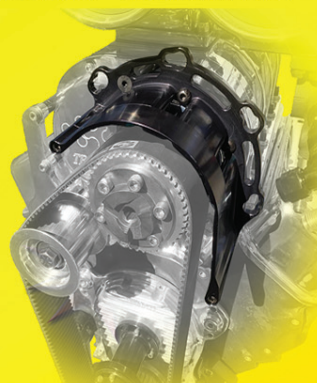
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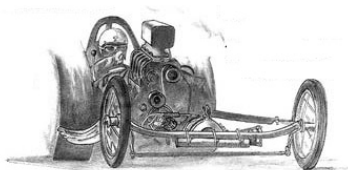
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J2

1963 Falcon wagon. Needs a full restore. Very cool. Comes with a new headliner and a driver's side quarter replacement. Motor runs with gas poured in carb. This is my last attempt at selling it. If it doesn't go I will put it away until I have time to build it. Last chance. \$3200, Firm on price. Located in Raymond. 403-308-2237

F2





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



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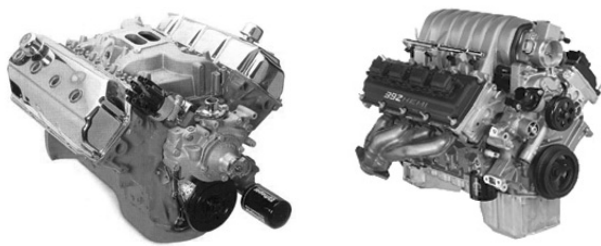
1994 Mustang (zero rust) with big block swapped in! Manual brake conversion. DOVE-C heads (1970) built by D&W in Calgary, Weiand stealth intake, roller rockers, large pushrods, very low k bottom end (460), comp cams lumpy cam, C6 trans with 2600 stall, TCI shifter, 8.8 with 3:55 gears, new tires/wheels, 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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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

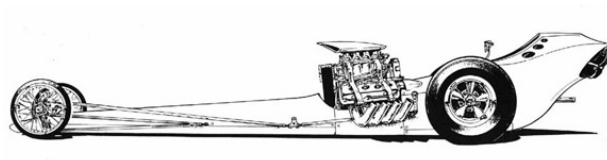
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m1



Pro-Street 67 Nova; fully street legal. Car is currently registered in BC and passed inspection. All steel body is straight and no rust, glass is good, windows all roll down, doors close better than new, and all the stainless trim is in great shape. The quality of this build is evident throughout, from the high-end components right down to the rear tubs as they match the contour of the quarter panels and are seam sealed. There is a stock sub frame up front with a dual master cylinder with disc brake conversion. Out back coil overs and ladder bar suspension suspend a narrowed 12 bolt with posi contains Strange axles and 5:13 gears and wheelie bars on a narrowed 2x4 rear frame. Wheels are Drag Lites with Mickey Thompson Sportsman tires (33 x 19.5). In the trunk is a 10-gallon Fuel cell, Holley electric pump, 1/2" fuel line, and dual battery boxes mounted with a master shut off switch under rear bumper. \$57,500 call if serious.
Text 250-552-7080.

m1



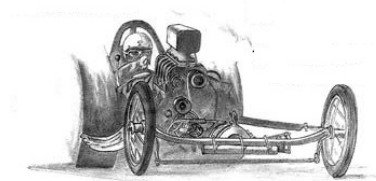
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m1



Art Morrison S10 chassis GTS fiberglass body mild steel 7.50 cert. 9 inch rear diff with Strange 40 spline axles and a Mark Williams bolt through center section with 4:10 pro gears. 4 link rear suspension and strut front end. Selling as a roller but I do have a 632 all aluminum BBC and a power glide if you want turnkey. Asking 25000.00 Canadian funds. rolling chassis
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m1





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J1



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Keith. 403-714-5845. Calgary Alberta

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 soild roller cam. Pro roller rocker arms., MSD Programmable Digital 7 Ignition, Pro Systems 4150 Carb, Reid pow-erglide 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
HERE!!**

Tire shake... the term instills fear into the hearts of drivers and tuners in the alcohol and nitro classes. This phenomenon can knock the fillings out of your teeth, bruise your body, and destroy what was once a pristine race car. Drivers have been knocked unconscious, or at least been diagnosed with a concussion after days and days of headaches. Finely tuned and balanced engine components are thrown off rhythm so much that rod bolts loosen or break, crankshafts crack and ancillary fuel lines, pumps, ignition systems refuse to stay attached to their mates. Chassis will twist and flex, snapping transmissions in half, stripping crown and pinion gears and over-stressing welded joints to the point of breakage. Even in its scaled down form, tire shake takes it toll on each and every component of the race car, making it necessary to perform frequent checks, maintenance and replacement.

Unfortunately, tire shake has become a necessary evil for most cars with a decent amount of power and a wide tire. Close attention must be paid to the data from every single run, from top dragster to top fuel. When I first started racing a pro comp dragster in the 70's, we had occasional shake, and always blamed it on a bad track. Thinking back, the track wasn't the problem, it was likely using too big a tire, soft compound, and soft sidewalls. The tracks were typically pretty slick, so really you were more likely to smoke the tires than anything else.

Wheel speed is super important now, because the tracks are so sticky. On these super prepped tracks, a drop in temperature can make it almost impossible to attain any wheel speed. Once under a certain value the tire will dead hook, causing huge side wall wrinkles. The wrinkle will be immediately run over by the rest of the tire. Probably 80 percent of the time someone smokes the tires, it was actually tire shake that initiated it, it dead hooked on the starting line and lost traction when the tire folded over. With the nitro funny car our wheel speed targets are about 1500 rpm within a half second after launch, and at least 3000 rpm at 1 second. Depending on the track, we can sometimes get away with the tires spinning at up to 4000. This is really difficult to do on a good track, it is quite the balancing act to spin the tires that hard while keeping it from going out of control and just blazing the tires. Our class is limited to a 34.5 tall tire, but the actual circumference of available tires are varied. The upper end of the range is in the 113 inch range, and I have seen them as low as 108 inches. That's a huge difference, and for a track like Bakersfield, we will select the smallest tire possible. The other thing you have to decide on before the weekend starts is what type of rim to use. The first time we went to Bako we couldn't get off the starting line to save our lives. Next time out we got rid of the beadlocks, they were just making our footprint too wide.

After switching to tube and liner wheels, we had much more success, but we had to pay attention to so many other things. Tire pressure is one of the main ones, but it may work opposite to the way you think. We start at a baseline of 5.5 psi as it seems to work at most race tracks. If the track ends up being slick, we may bump it up to 6, but that is usually not the case. Most times we drop it to 5.2 or 5.0 psi to maintain wheel speed, and have to change other things to achieve the same goal. Things like finger radius so the clutch isn't so aggressive, less counter weight, as much transmission and rear end ratio as the car will handle. Special attention is paid to the wheelie bar height as it will keep the tires from falling down into the low crouch at the hit. The engine plays into it too, adding more power by adding blower, timing, compression or nitro will cause the engine rpm to flash much quicker, making the clutch act like it has more weight on it.



That's why some grams are removed sometimes after a major change like that.

The top alcohol and pro mod cars run basically the same tire as top fuel, but with less than half the power. This is why, on a typical run, you will see a lot of alky cars turn into a blur for a second at about 100 feet out, then hopefully recover to make a fast run. For the most part they don't have the muscle to pull through that shake, so they make other adjustments to minimize the shake. Taking timing out shortly after the hit, making it extremely lean for an instant, or richening it up can help as well.

So while there are many factors that cause shake, the clutch is normally looked at as the main culprit. The clutches in the alcohol classes may look all fancy, shiny and high tech, but basically they are just a component out of a truck.

The technology is over 60 years old, and the simplicity in its operation just isn't keeping up to what a 4000 horsepower car needs to get from A to B. Every class except for an 11,000 hp top fuel and funny car is limited to this simple truck clutch, basically there is one adjustment, add the correct amount of counterweight so the car will leave the line hard while keeping the wheel speed up, not too much weight so the tire spins excessively at mid-range, and enough weight to hook the clutch up to 1:1 before the finish line. This is impossible to do with one adjustment. The top fuel cars have the advantage of being able to control the engagement rate of the clutch; how hard and how fast the clutch comes in. Timers are used along with a hydraulic cannon, which allows the crew chief to control the slippage all the way down the track, adding more and more clutch as traction and downforce increases.

A blown alcohol motor (and similarly our nostalgia nitro combination) requires a tremendous amount of fuel to launch cleanly off the starting line. I once had shake on every qualifying run at the AHRA race in Spokane, and finally found that a valve connected to a .050 jet was leaking. That's how sensitive the fuel system is. I fixed that for Sunday, and was running on the track record. Any problems with the fuel delivery is a precursor to tire shake, it cannot be overlooked when shake is an issue.

Basically the crew chief has to give the engine enough fuel while it is under heavy load, then start bleeding it off as the load decreases.

This is not as true as it used to be, back 30 years ago the blowers were very inefficient at high rpms, so you could run the engine on vapours to make it go fast. The blowers are so much better now, they seem to make quality boost at extremely high rpms, so fuel usually has to be added instead of taken away.

More often than not, there is more than one cause to tire shake, which makes it difficult to cure. The problem can go away suddenly, either by design or sheer luck, then re-appear when least expected. We do know a lot more about it though, through the use of data recorders, so as long as we have the basics covered, the sudden re-emergence of shake is usually due to a change in the weather or the track, which we can adjust for. Hopefully the round that was just lost didn't end the weekend for us.

Kenny



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1971 dodge charger grill. In driver condition a broken mounting tab and hole in passenger side underneath upper section .Dodge emblem in tact. With a little work could be real nice. Located in Vernon. \$275 Ph# 250-308-8214 N1

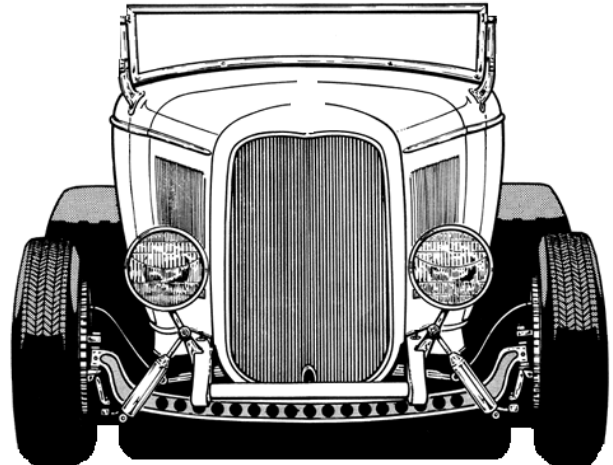
First year 327 Vette in 340 HP configuration TO51ORE Look it up -Has 461 Heads but they are dated 64 -Correct for 340HP manifold dated 66 -Tach drive dist -correct coil mount and Thermostat Housing Currently at 60 over with standard steel crank BUT BUT BUT needs a Main Cap thats missing and 1 sleeve because of rust in hole All Doable at reasonable cost Heads look great motor may have had 5k miles before



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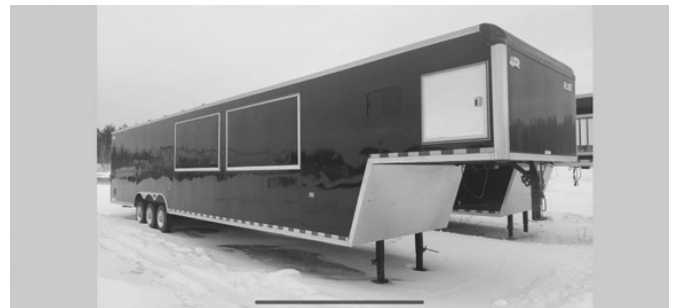


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O1

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J1



2014 52 foot gooseneck tri axle with 2 viewing on right side , 8000 pound axles, hydraulic jacks , no rust no winter use , top viewing deck with aluminum railings couple small little blemishes on trailer (SMALL) tows beautifully 705 698 0954 for more pics 29,000 located in Sudbury Ont

F2



1989 slammed square body 1989 rust free dually Suburban, Cowl hood, Fuel Injected 454, turbo 400, ceramic headers, 1 ton suspension, lowered, Satin black paint, decent interior, JVC stereo, hidden hitch, rear air bags, pretty nice old truck. \$11,500 may consider a part trade, Call Don 403.872.0250

S1

32' Haulmark triple torsion bar axle trailer, 3 man doors, awning, cabinets were removed by last owner to get two cars inside. New brakes last year with under 5,000 kms on. Dent on pass side in front of axles and needs landing gear Great for storage or moving. \$13900 or trade towards decked out 24-26' Chilliwack Daryl 1-604-857-2999

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The Advertisers will be listed the same as the past as well.

The locations you have picked them up remain unchanged.

Les Edwards a.k.a. the Bubble Gum Man is still working with us.

**Submissions for the 2021 Calendar can be e-mailed to us at
don@cruisecalendar.ca**

Information required for submissions are simple,

Date for your Event

Name of the Event

City/Prov location of the Event

Contact Phone number for Event

Information should be sent to us by March 15th, 2021

Should you have any questions or concerns please contact:

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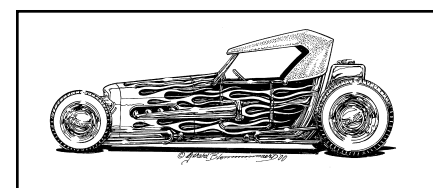
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