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APRIL 2021
Volume 27, Issue 4

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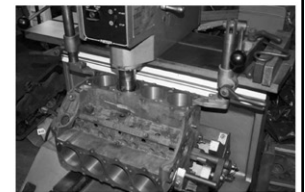
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Funny Thing

After a few years of married life, this guy finds that he is unable to perform in bed anymore. He goes to his doctor, and his doctor tries a few things but nothing works.

Finally the doctor says to him, "This is all in your mind", and refers him to a psychiatrist.

After a few visits to the shrink, the shrink confesses, "I am at a loss as to how you could possibly be cured." Finally the psychiatrist refers him to witch doctor.

The witch doctor tells, "I can cure this", and throws some powder on a flame, and there is a flash with billowing blue smoke. The witch doctor says, "This is powerful healing but you can only use it once a year! All you have to do is say '123' and it shall rise for as long as you wish!"

The guy then asks the witch doctor, "What happens when it's over?"

The witch doctor says, "All you have to say is '1234' and it will go down. But be warned it will not work again for a year!"

The guy goes home and that night he is ready to surprise his wife with the good news. So, he is lying in bed with her and says "123", and suddenly he gets a massive erection.




His wife turns over and says, "What did you say '123' for?".....

Jack, a handsome man, walked into a sports bar around 9:58 pm. He sat down next to this blonde at the bar and stared up at the TV...

The 10:00 news was on. The news crew was covering a story of a man on a ledge of a large building preparing to jump. The blonde looked at Jack and said, 'Do you think he'll jump?' Jack says,

'You know what, I bet he will.' The blonde replied, 'Well, I bet he won't.' Jack placed \$30 on the bar and said, 'You're on!'

Just as the blonde placed her money on the bar,

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the guy did a swan dive off of the building, falling to his death.

The blonde was very upset and handed her \$30 to Jack, saying, 'Fair's fair... Here's your money.'

Jack replied, 'I can't take your money, I saw this earlier on the 5 o'clock news and knew he would jump.

'The blonde replies, 'I did too; but I didn't think he'd do it again.'

Jack took the money..



"Donut Shop"

Doug Adams

Greetings Quick-Timers, I hope you are well. I am sitting here on a dreary Sunday Morning, with a hot cup of coffee in one hand as I stare at a blank computer screen. Its been along week and I need to gather my thoughts for this month's offering. The good news is drag racing is on from the NHRA season opener in Gainesville Florida. This could be the inspiration that I need as eliminations are about to get underway. Today marks the first time in NHRA history that the season opened in Florida. In fact, I couldn't tell you when and if the season didn't open with the Winter Nationals in Pomona California.

The NHRA did some creative shuffling of the schedule to make sure they could bring racing to tracks that would allow spectators. I hope by the time they make their return to California in April, the state will be open and spectators will be in the stands. There hasn't been a race at Pomona since the 2020 Winters.

I'm sure you remember last year when the season ended in Vegas instead of Pomona. But even with this slight detour to Florida then Georgia, we look forward to the NHRA big show making it's return to Southern California in a few short months. I know that the west coast fans are ready, it's been quiet for too long and over a year since we've cried nitro tears!

Since we are on the topic of NHRA big show races it's nice to hear some familiar names being mentioned on the broadcast, Kenny Delco and Frank Iaconio both east coast Pro Stock legends. Kenny is still driving and running very well for an independent operation. Kenny qualified 6th of the 21 cars entered at the Gators but gave it all up in the first round with a .112 reaction time, against an .052, to 19 year old Mason McGaha. Frank is responsible for the horsepower under the hood of both the KD racing entries, Delco and Smeland.

Speaking of independent racers, how about Top Fuel owner/driver Josh Hart. The former Top Alcohol Dragster driver stayed alive in a sea of sharks on route to his first Top Fuel Wally! Hart made it past some pretty heavy hitters, Millican, Ashley, Torrence and Langdon to make his debut and win in the class one for the ages. That had to be the feel-good story of the race.

And with that I will segue into another feel-good story that hits close to home, literally my little home town in Connecticut.

A few weeks ago I received a text from my friend in Connecticut that brought some exciting news. His text read "Hot Off The Press". Then he begins to tell me that our friends at The New Englander Fuel Funny Car

Team are talking to a top-notch tuner and a very capable driver, that has both big show and nostalgia funny car driving experience. I couldn't believe what I was reading and was elated because for years we have watched the team struggle. From what I understand they plan to run five races including Indy. I wish them the best and hope that the deal comes together. I would love to see them qualify well, go a few rounds and build something for the future. At this point I'm not going to mention any names because there has been no official word from the team. When it's all firmed-up, you'll read it here!

As for happenings here on the west coast, at least in my area on the Central Coast, not much has changed in the past few months. It seems like the state has been in a coma for the past year and it is finally starting to come out of it. With Spring there is new life and from what I hear restaurants will be allowed to open for indoor dining by the time you read this and businesses will be reopening. Good things are happening! With any luck the local car shows will be making announcements soon.

The good news for this month is I won't be relying on the archives for 100 percent of my photos. A few weeks ago I went out to a local cars and coffee that has gained some momentum thanks to the pandemic. Car people want to get out of the house and Sunday morning at the donut shop In Orcutt CA is a great place for them to gather.

I find it funny that you see the same people at the car shows, never with their cars, walking around and talking to people and telling them about the car they had or the car they want. For years I've seen one guy in particular, he's easily identified because he looks like a coworker. I've never seen his car, until my most recent trip to Orcutt donuts.

As I'm walking out of the donut shop, balancing my coffee, donut and camera, he comes pulling in driving a mid-60's Buick Skylark Gran Sport convertible. The car is gorgeous, white interior, torque thrust wheels and a cross ram sticking out of the hood...WOW! My pick of the show for sure.

A few of my other favorites were a green 455 Firebird, a 57 Chevy post car with a straight 6 and a beautiful candy orange Rivera. Sunday mornings in Orcutt should be getting even better once it warms-up.

Along with the donut shop photos I've included a few stragglers that I found on my camera. Several from the rain-out in Huntington Beach. A few from a celebration of life that was held at the Hot Rod Ranch.

"Donut Shop"

Doug Adams



And finally some wheelie action from my last trip to the track, the 2020 March Meet. It's hard to believe that it's been a year already!

That will wrap it up for this month. I'll see you next month with high hopes and whatever I come across. Until then be kind to each other and enjoy the photos,

Doug



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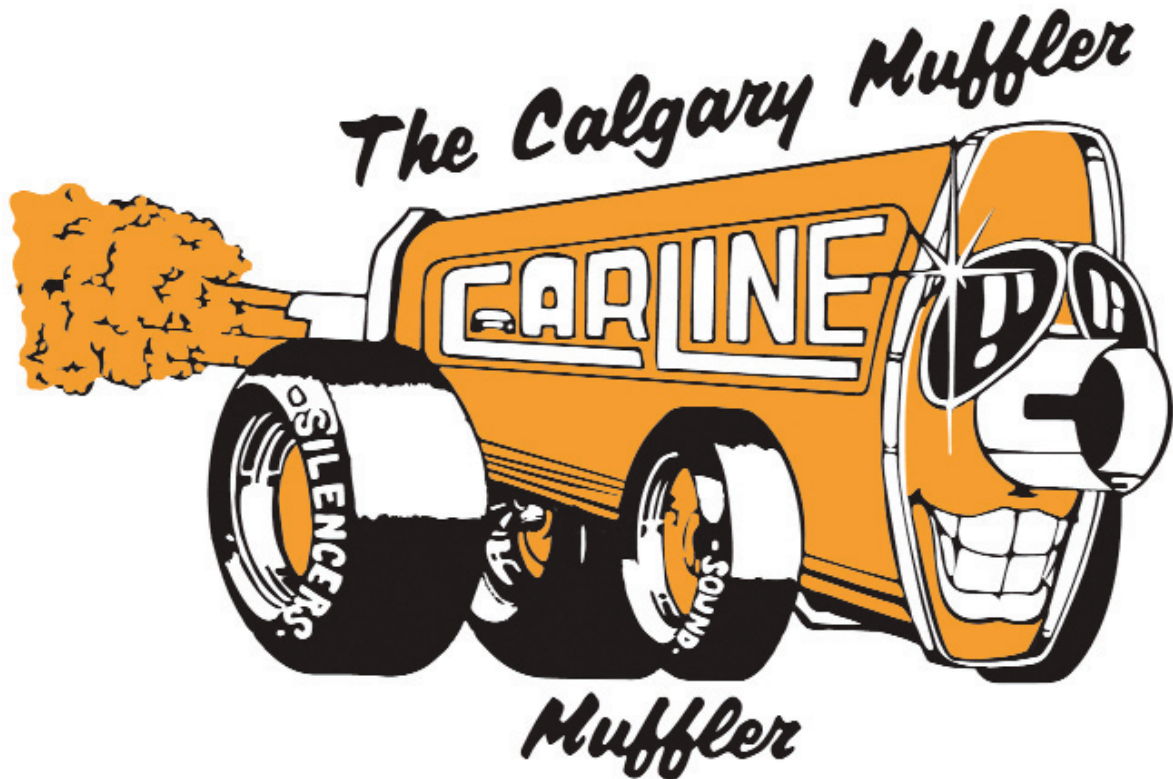
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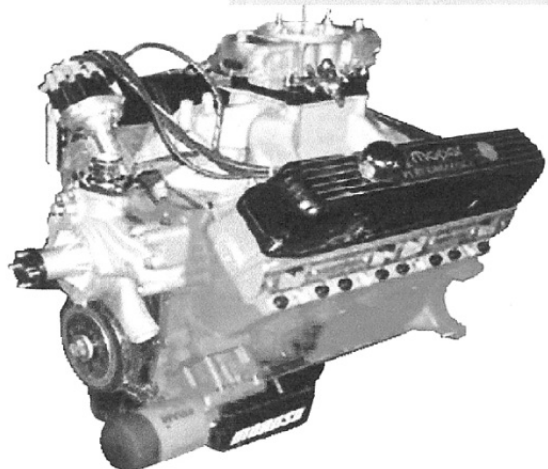
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548 wedge blower motor. There's only 4 1/8 passes on it for test n tune on it ALR race engines built it its all aluminum Indy aluminum block cross drilled mains billet crank grp aluminum promod rods CP 10.5 to 1 pistions Jesel belt drive bullet solid 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

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

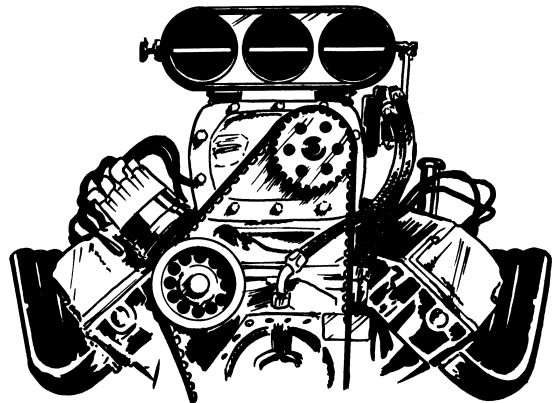
1967 396 big block passenger block. has Edelbrock RPM 540 hp kit, roller rockers ARP bolts crank cut block over sized flat tops, fresh rebuild maybe 1500 km, MSD distributor, all pulleys with p.s and alternator complete front serpentine belt assembly (new). new starter and flex plate. drop in and go no carb or headers. \$4700.00
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327 - SBC small journal forged steel crankshaft #4577 has been machined Mains .010 & Throws .020 will need polish to clean up 8 - small journal rods with TRW forged dome pistons #L2250A pressed fit, will need clean up. \$225, text or call or message (403)660-9747 A1

14-71 Kobelco blower modded for Pro Mod worked by Al Billies, \$7500, Big block Chevy zoomie headers \$600, please call 780-863-4753 A1

2 jr dragsters purple one is set up for 9.90, white one for 11.90. Have some safety equipment to go with, 2 starters a double dolly, 2 spare motors, and many other parts to go with. Would like to sell as a lot, but will consider separating, \$7900, trades considered. 403-502-1302. A1

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"Donut Shop"

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Ed "Big Daddy" Roth

Ed 'Big Daddy' Roth: Cartoonist, Hotrodder Legend (1932-2001)

A kind of patron saint of hot rods, rock 'n roll, and Rat Fink, Ed "Big Daddy" Roth was a counter culture legend who brought snarling monsters and wacko fiberglass road oddities to the mainstream in the late 1950s and 1960s. His style of thick lined, "weird" art combined with eye-catching custom cars made the Southern California "kustom kul-ture" nationally influential through stickers t-shirts, posters, and model kits.

Initially seen as too weird for normal audiences, Roth's designs changed the way people thought about car culture and art in general. Go to any car show today and you'll definitely see Roth's imagery and plenty of copy-cats trying to capture that Rat Fink look.



Ed "Big Daddy" Roth



Roth's First Language Was Art

Born in Beverly Hills, California, Roth started drawing when he and his family moved to Bell, California. With his family refusing to speak English at home, Roth had to pick it up in school while continuing his studies in art.

It was at this young age that he started drawing hot rods and monsters while trying to keep up in school. At home he and his brothers were taught the basics of construction by his father, a German cabinetmaker who was incredibly strict. This is where Roth first started experimenting with strange contraptions and odd angles in his work.

After High School, Roth Joined The Military When Roth graduated from high school in 1945 he studied engineering in college for a but before dropping out in 1951 and joining the Air Force. After he joined up he studied

map making and worked as a barber on the side. Roth was sent to Morocco before he was transferred to South Carolina for the last four years of his military career.

He returned home in 1955 where he quickly married and had five children while working at the Sears department store and striping cars on the side. By 1958, Roth started working as a automobile body builder where he started forming outfits out of fiberglass.

His first car was called "Little Jewel," a 1951 Ford Sport Custom Model A Sedan. Rat Fink Changed Roth's Life And Art Forever

While building custom cars Roth started drawing nasty little characters that represented the hot rod scene. His most well known creation was Rat Fink, a green, gear-head rat that rode motorcycles and drove hot rods with a maniacal look on his face.

Ed "Big Daddy" Roth



Rat Fink and the rest of the grotesque monsters that drove their way across his "Weirdo" shirts made their first appearance in 1958 but by their appearance in the August 1959 issue of Car Craft magazine Roth's designs were all over the hot rod mainstream.

A Merchandising Empire Built On Rat Fink And Custom Cars

Roth's hot rod monsters came about at the perfect time. The Universal Monsters were regaining popularity and fans were in the mood for creatures whether they were traditional IP or not. Rat Fink wasn't just on shirts and posters, there were hot rod monster model kits that put thousands of dollars of royalties into Roth's pockets.

His Hot Rod Creations Were Far Out

Roth's custom cars were an extension of his work with his Rat Fink cartoons and the wood working he did when he was a kid. In 1959 his custom creation "the Outlaw," a car with a totally fiberglass body.

It was covered in the January 1960 issue of Car Craft and it made the rounds at hot rod shows around Southern California. People were so wild for his Outlaw design that they embraced a whole string of crazy Roth customs that followed.

Roth's Custom Creations Set The Standard Cars like the Beatnik Bandit, the twin Ford engined Mysterion, the Orbitron, and the Road Agent are still some of the coolest rides out there. The apex of his custom car popularity came in 1965 when his rad surf buggy, the Surfite, appeared in the film Beach Blanket Bingo.

Roth Somehow Found The Time To Start A Rock Band

In between building custom cars and drawing hot road monsters Roth started a novelty band called Mr. Gasser & the Weirdos in the early '60s. Roth as Mr. Gasser fronted the band that released three very weird surf rock LPs like "Hot Rod Hootenanny."

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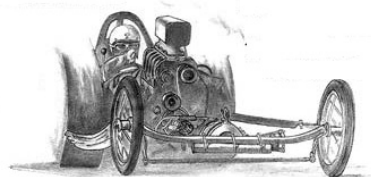
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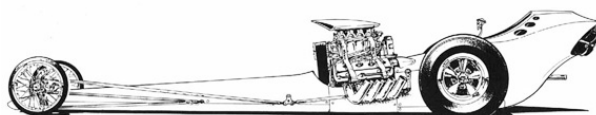
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Ed "Big Daddy" Roth

The songs were all about how Gasser and the Weirdos like to surf and tool around town in their hot rods committing various acts of debauchery. The group was the prototype for bands like The Cramps and The Sonics. All three of the band's LPs have been collected in a box set which is definitely worth seeking out if you don't want to drop a good chunk of change on out of press LPs.

He Left The Hot Rod Life In His Final Years After the popularity of Rat Fink waned in the early '70s Roth ditched hot rods, surf music, and everything that made him so popular. In 1974 he joined The Church of Jesus Christ of Latter-day Saints. He adopted a clean cut look and threw himself into social work.

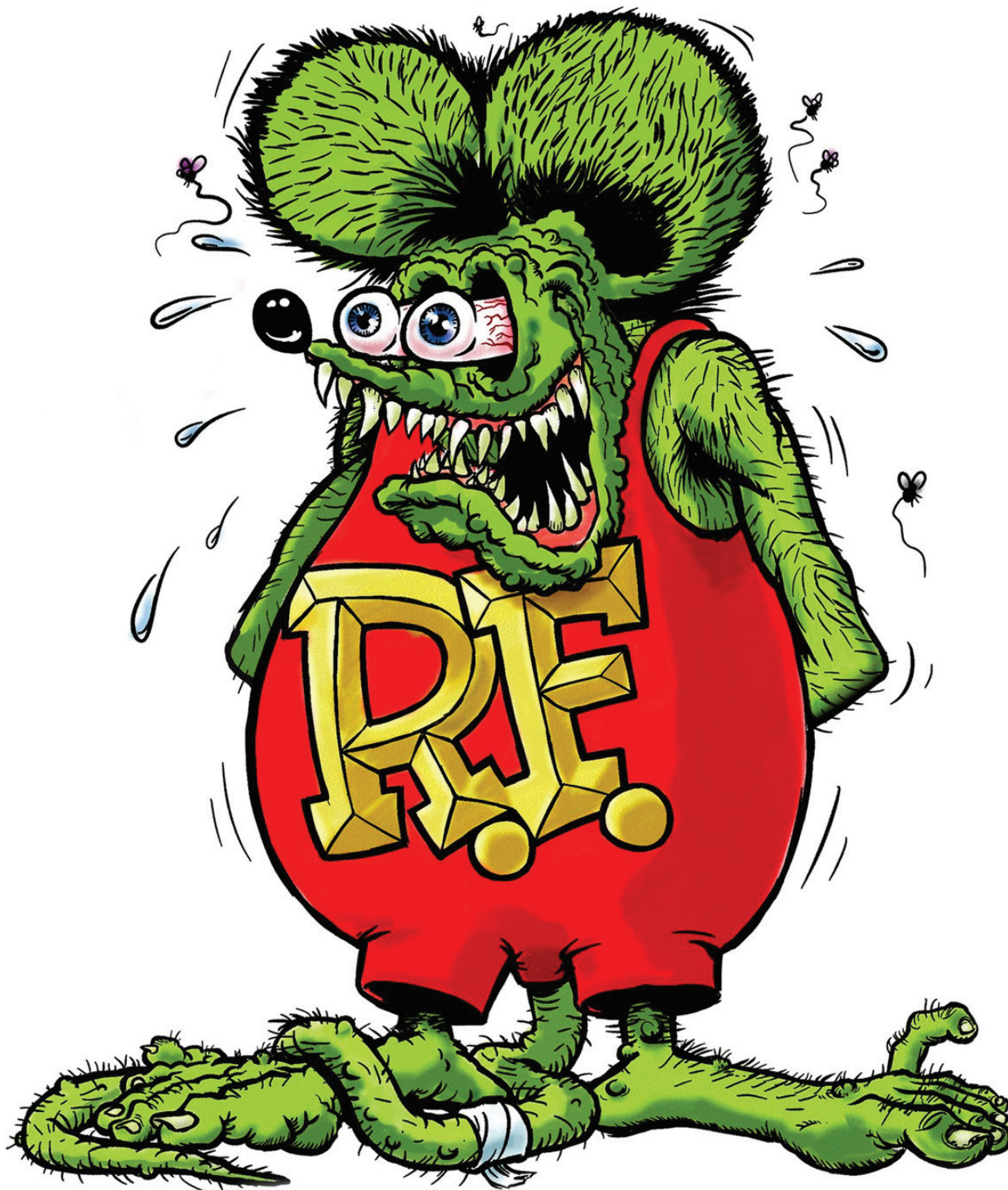
It's not a bad life, but it's wildly different from the rest of his life. If you visited Knots Berry Farm in the '70s and '80s then you saw his graphic design work, which was unfortunately his last foray into art. On April 1, 2001, Roth passed away of a heart attack at the age of 69.

***Big Daddy may not be around anymore,
but Rat Fink rides forever.***



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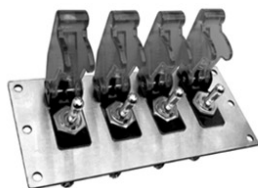
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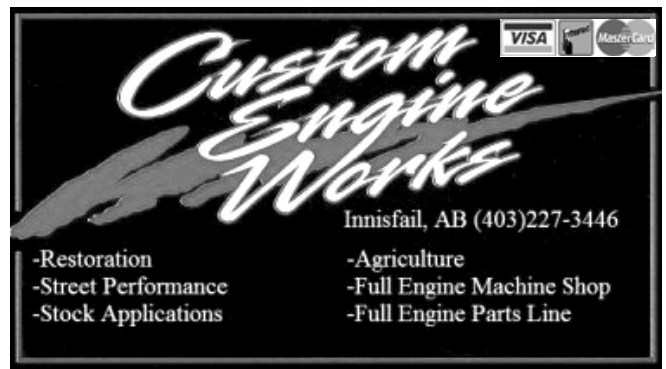
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65 Mustang coupe, Tons of hours spent and lots of Parts -302 -4 Speed 4 bolt wheels -Rust removed and replaced -Rust removed. Lots of parts to complete except windshield and seats interior etc . IF you are interested you will come and -Great value 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

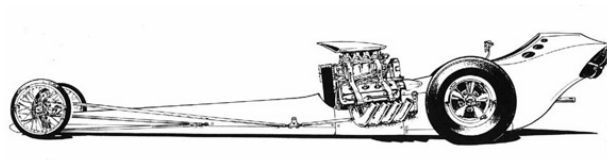
yet Set up for BBC with turbo 350 with a trans brake. \$4600 CALL 403-815-3310 J3



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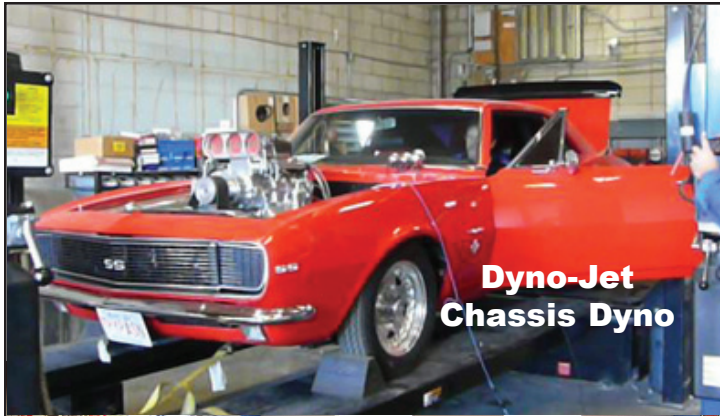


2002 Ford Mustang · Coupe · Driven 140,000 kilometres, Pro street drag race street legal Mustang legal 10.0 nhra-ihra car 351w/399 cid performance automatic C4 chrome Molly drive shaft ATI torque converter strange 8.8 UPR quail over suspension MSD ignition too much to list approximately 630hp most everything in this car is new. \$20.000 Call Russ 1-306-229-2695 J3



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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 Thomspon 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



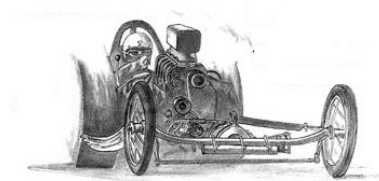
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m1



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m1





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J1



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Keith. 403-714-5845. Calgary Alberta

J1



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Nitro Tales

Ken Sitko

It's 1989 and all the TAD's in the Northwest were gathered in Spokane for the Spring Nationals. We were final round bound, but a backfire in the semis did enough damage that we had a pretty good thrash in front of us. I was the underdog in that round, but had the car tuned up pretty good. Craig Smith was the opponent, and he had been running in the fives all weekend. He had the big motor AHRA combination, his crew chief Kirk Lawrence had it running well.

I was pumped up in anticipation as we did our burnouts, and was so focused as we both lit the pre-stage bulb. After the customary 3 or 4 seconds I squeezed the throttle to rev it up, the clutch pushed in to the stop, until the tach was steady at 6000 rpm. I couldn't hear Craig's engine, but assumed it was roaring as well. I don't mind going in first, so I let the clutch out slowly until I felt the motor tug down, and released the brake handle allowing the dragster to creep into the stage beam. I grabbed the brake again to stop in the beam, and my eyes went quickly to the amber light just above the green. Being only 24 years old, I still had great concentration so my eyes were burrowed into that light, nothing could pull them away. It's amazing how many thoughts can go through the brain in only a few seconds; he had 7 seconds to stage and we were already halfway there. Moments later, I had a quick wonder about what was going on. He was still not in, but it just made me stare even deeper into the bulb. I could feel the super heated clutch pulling me through the light so I pushed even harder on the pedal. I have had guys burn me down before, but they never do it a second time as that's when I cut my best lights.

I didn't see the red light in the other lane, all I knew was that the amber finally lit, my clutch foot snapped back and I left hard, wheels in the air. Not knowing where Craig was, I drove the Arctic Chassis dragster hard through all 3 gears. I have always used the tach for the launch only, I don't use it to shift. I get whatever I can out of the car by stretching out the gear until it noses over, this was no exception. As I streaked to the finish line I was happy there was no car beside me, then

Bang!, I launched the blower in the lights. When I climbed out of the car, the blower was cocked sideways and the belt was gone.

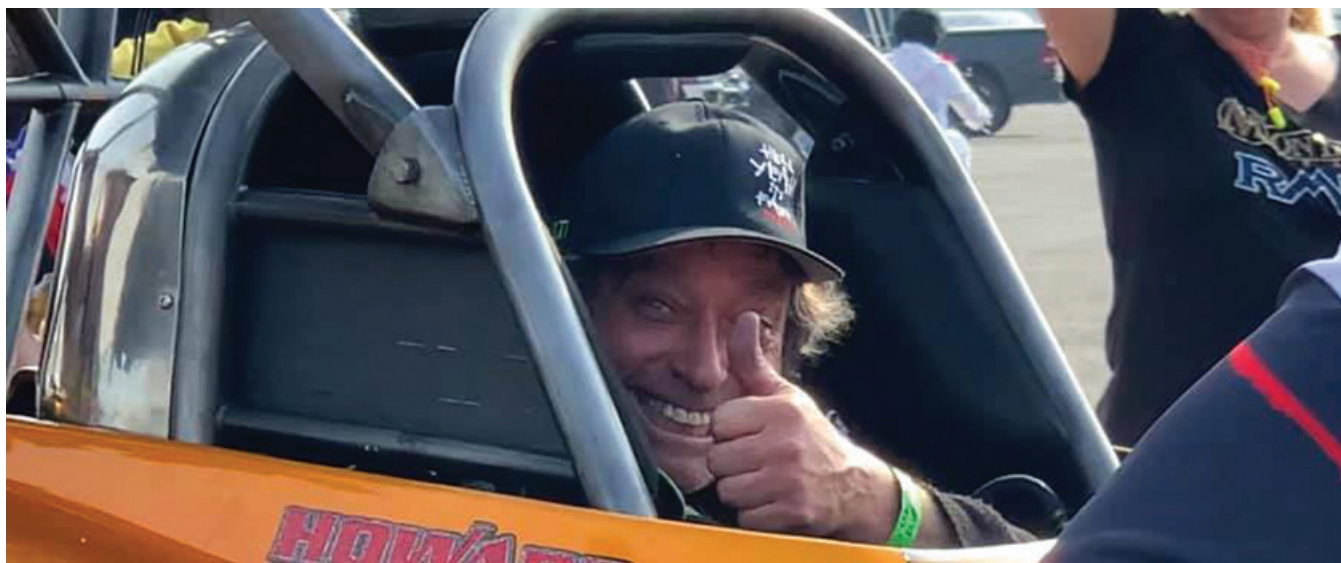
Craig hadn't burned me down; the linkage broke when he hit the throttle to stage. After I was up at rpm for 7 seconds or so the starter finally hit the button to send me on my way. Maybe the valve springs were already weak, maybe not, but 2 of them broke, allowing fuel, air and spark to combine in the manifold, a lethal combination. Luckily the manifold wasn't broken and the blower still turned freely. The manifold studs only took 10 minutes to change, but we weren't used to changing springs between rounds.

We scrounged some tools and got the job done in about an hour, but the final round was coming up quick. Our opponent was Paula Gage, she was running better than us all weekend. As I was buttoning up the fuel lines I reached to clip the throttle cable on and realized that the belt had caught it. As Paula pulled past our pit into the staging lanes I tried the pedal; it wouldn't move. Out of time, I used my hands and various pliers to straighten the cable. It wasn't perfect, but it was something I could work with. I would have to use the toe strap on the throttle to pull it back.

On the line, we both fired up and pulled through the water. I knew this would be interesting as I had little control over the rpm in either direction. I stabbed the throttle about 1/3 to smoke the tires and was able to hit the sweet spot, I think I was only about 500 rpm higher than usual, then pulled back hard with my toe to bring it back to idle as I crossed the starting line. As I backed up, I was thinking how I could finesse the pedal for staging. I heard Paula bring up the rpm, then saw her front wheel creep forward, so I tapped the throttle to get to 4000 rpm, then another tap for 6000, then I moved in. Bob and Paula had their car running so well though, and after an even start she pulled away and won the race. I never like losing, but we did the best we could.

Kenny





The War Wagon AA/FA came into the Texas Motorplex with one goal in mind, AA/Fuel Altered world records! It was a no holds barred Fuel Altered cage fight between Kebin Kinsley and Richard Hartman as both teams obliterated the records on both ends multiple times throughout the event. When the nitro fumes cleared, both teams respectfully hold marks in the AA/FA record books! On their final run on Saturday, Kinsley wheeled the Farris family owned "War Wagon" to a 304.59 mile per hour blast to become the fastest AA/Fuel Altered in the world! This mark just .06 of a mile per hour faster than Hartman's top speed in Tim Wilkerson's machine. Hartman was the first to 300, with a 304.53 mph blast early on Saturday. Hartman is also heading home as the quickest AA/Fuel Altered in history with a 4.920 elapsed time and was the first in the 4's! Farris was no slouch with a best of 5.06! Job well done by both teams! Missions accomplished!



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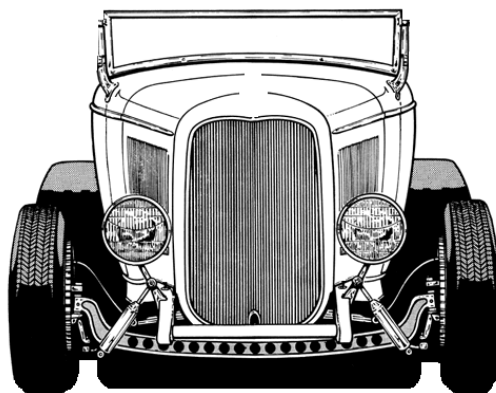


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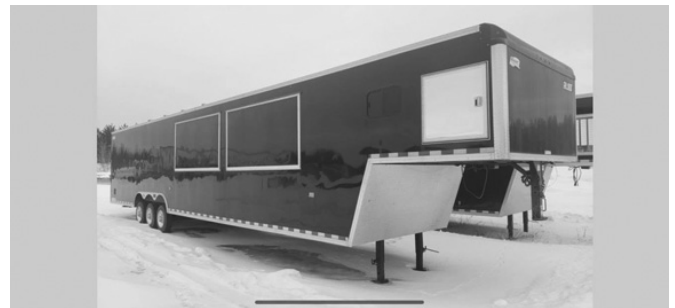
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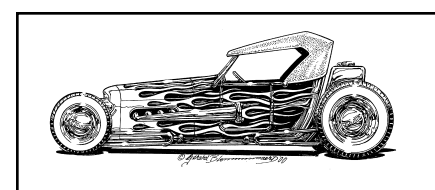
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