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JUNE 2021
Volume 27, Issue 6

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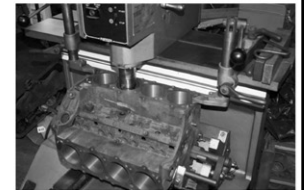
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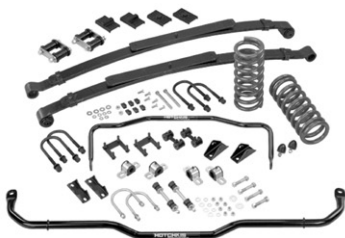
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Funny Thing

Guy walks into an auto parts store and says to the counterman "I'd like a set of wiper blades for my Yugo." Counterman thinks for a minute,

then replies "OK - sounds like a fair trade to me."

One day a blonde comes up to a man's door and asks him if he has any odd jobs. The man says "I'll give you \$50 to paint the porch out back." The blonde goes to work and after 30 minutes, she comes back, and tells the man she is done. "Wow, that was fast," the man says. The blonde replies, "yes, I know, but that wasn't a porch. It was a Ferrari."

A State Police Officer sees a car puttering along at 22 MPH. He thinks to himself "this driver is just as dangerous as a speeder!" So he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are four old ladies - the three passengers are wide eyed and white as ghosts.

The driver, obviously confused, says to him, "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

The officer replies, "Ma'am, you weren't speeding, but you should know that driving much slower than the speed limit can also be a danger to other drivers." "Slower than the speed limit? No sir, I was doing the speed limit exactly... Twenty-two miles an hour!" The old woman says, pointing to a sign next to the road.

The State Police officer, trying to contain a chuckle explains to her that the sign was the route number, not the speed limit. A bit embarrassed, the woman grinned and thanked the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask... Is everyone in this car OK? Your passengers seem awfully shaken and they haven't muttered a single peep this whole time," the officer asks.

"Oh, they'll be all right in a minute officer. We just got off Route 119."



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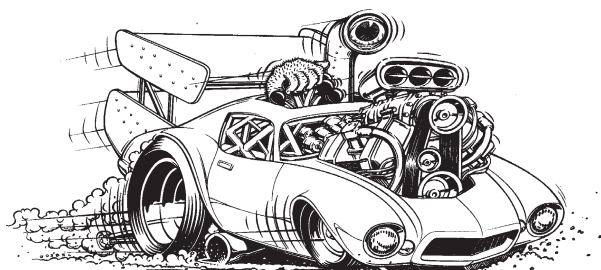
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How do you double the value of a Yugo?..
 Fill it with gas.



Pismo

Doug Adams

Greetings Quick-Timers, I hope all of you are doing well. I did a quick check of your weather and see that you are tracking right along with us down here on California's Central Coast. So, that could only mean one thing, those hot rods are getting tuned-up and shined-up for some summer cruising and showing. Things are brighter for us as far as the C-19 stuff goes, at least at the state level. Restrictions are starting to loosen up, masks are being shed and people are getting out and doing stuff. From what I hear the target date is the second week of June for more restrictions to be lifted.

In the counties that have different, less stringent requirements, things are happening fast. On Wednesday before the deadline I had nothing for this month. Then, all of a sudden I start finding out about a few more shows and cruises that popped up seemingly overnight.

One show that interested me was close by and a short drive from work on Friday night. The Orphans Car Show for Ramblers and AMC's was taking place at the Santa Mari Airport Raddison. That show was supposed to be Friday and Saturday but when I got there I found four cars sitting in the parking lot. I guess everybody was coming in on Saturday.

Saturday was going to be a busy day but if I scheduled everything just right I could make it happen. I strategically negotiated my day with the wife and promised her that I would be home by noon so that we could do something together. This was only the third Saturday that I had off since Christmas and I'm sure she wasn't expecting me to be up and out of the house before the sun was up. But, all things considered, she was ok with it.

My first stop Saturday morning was the Pismo donut shop cruise in. I met a friend there and after the show we were off to buy a project car from another friend. I figured since I was in Pismo I would drive by the beach on the way home and check out a the vintage camp trailer show.

I almost pulled it off but came-up a little short. The donut shop went fine, we went and bought the car and then it started raining....the trailer show was going to have to get cut from the agenda. So, we just hung around at my friends shop, looked at all his cool Mopar stuff then drove home and actually made it by noon.

Back at the donut shop there were a few interesting creations that you don't see every day. First was a V-8 VW bug not very uncommon but still cool. The car that peaked my interest was a T-Bucket that had a twin

turbo V8 blowing into a super charger. This car wasn't something you would find in my garage but I'm sure there are plenty of people out there that would dig it. It was one of several cars there with twin turbos.

The San Luis C-10 Club was in attendance with a host of C-10 Chevy trucks. I'm sure you know that these trucks have become highly sought after and are bringing big money. We might not have a winter with snow but we do have the ocean and salt dew that gets on your vehicles. So, you could imagine what 50 years of that can do to a vehicle. It's nice to see these guys getting together to help each other out to preserve these trucks.

I don know what it was, I'm either getting old and sentimental or I've just been confined to work and home for what seems like forever. As I walked around looking at the cars memories of the past just hit me out of the blue. When I saw an old Willys pick-up truck it reminded me of a guy that had one in high school. His was painted root beer brown, had Cragars, a flatbed with the beer keg fuel tank the bed stakes with the chains, the whole old school look.

Then there was the 65 Chevelle that reminded me of the car I sold just before I moved to California. The little shoe box Nova reminded me of the car I bought when I got to California.

At one point in time I had all the parts to build a nice 68 C-10 but for some reason I decided to get rid of it, for what I don't remember...another one of my genius moves.

The four light mid 80's El Camino is the one I always wanted but for some reason never got serious about buying.

The highlight of the day came as a beautiful 37 Chevy pick-up pulled into the show just as I was getting ready to leave. This truck hit close to home because I have a 38 sitting in my garage. I had to talk to this guy and ask him about his rear fenders. My fenders are in rough shape and I needed an alternative. Finding nice steel fenders for a 37-38 truck is nearly impossible. A decent used one will cost \$750, a new repop is \$1000. After our conversation I decided to go with the same fiberglass fenders that he had. They were well made and looked great and priced right. Finally, the dilemma of the rear fenders was solved!

I have to say there was a nice mix of cars that I hadn't seen before here making it an interesting morning. I just wish the sun was shining!

Pismo

Doug Adams



I'll see you next month with whatever comes along,
until then enjoy the photos from Pismo

Doug



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I have to say there was a nice mix of cars

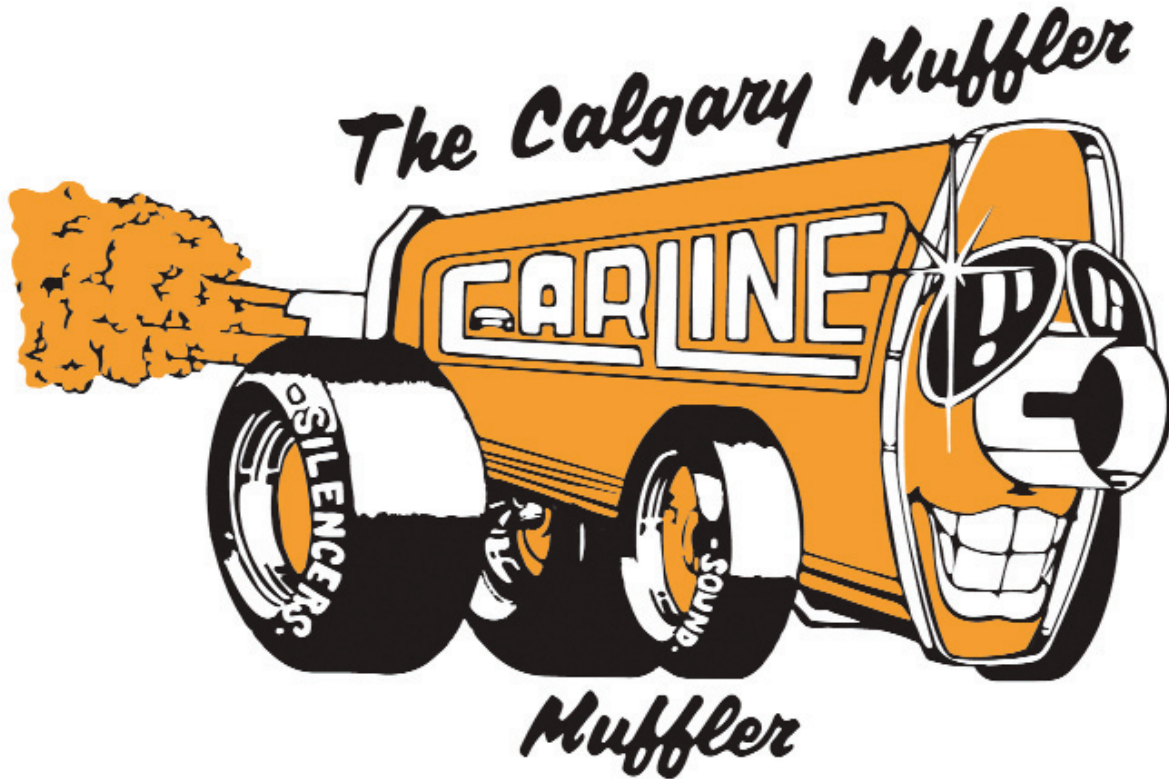


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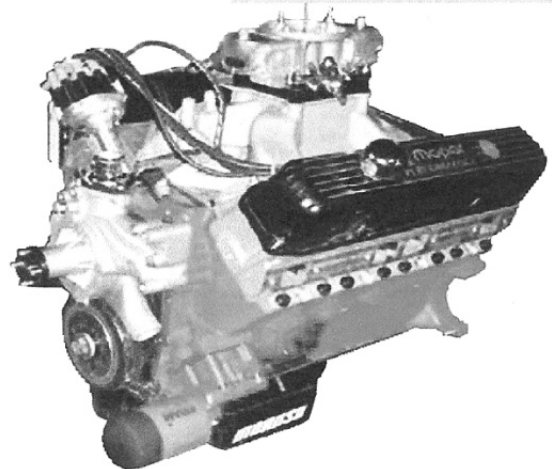
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505 BBC W/8-71, AFR heads , electric WP, , crank trigger, professionally built and dyno at 800 hp, never installed in vehicle , call for more details. \$18,000 CALL Grant 1-250-371-7358 Kamloops BC M2

598 aluminum block 14-71. Comes with hood scoop air filter tray. Carbs. Starting line controller. Water pump. Flex plate. Puke tank. Abruzzi converter. Has 30 1/8 and 20/ 1/4 hits on it from brand new. Ready to go. Sold rail. This engine can be shipped to USA as well.have build sheet. \$42000.00 obo cdn \$36000.00 us Daryn 403-506-7402 M2

555 BBC Dart Big-M 9.8 block ,BB-2 Brodix ported heads, Jessel shaft rockers , MSD crank trigger, MSD distributor, Comp cam, 114 Lobe separation, .824 intake lift, .798 exhaust lift PAC double springs , Gas ported pistons , H-Beam rods ,Balanced rotating assembly, ARP Studs , 13.25:1 compression , Brodix intake, SV-1 Pro systems 1290 CFM carbureter 4500 flange. , Moroso deep pan with windage kick out , Moroso vac pump with regulator, Starter, made 865 hp, 715 torque at 7000 Rpm, went 9.49 in the 1/4 in a 3300 pound car 35 passes on motor since refresh. Half of which 1/8th mile \$10,500obo CDN , call or text 902-690-7782 M2

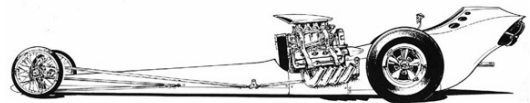
350ci small block complete from oil pan to air cleaner and 7004r transmission. The this full engine and trans setup. Was running perfectly when the truck pulled in to the shop. We're doing a complete rebuild on the truck and that's the reason for selling this setup. Comes complete with front accessories. Located in Langley \$4900 Dave 604-723-4932 M2

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, Xceldyne 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

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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

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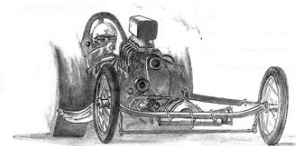
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M2

Brand new in box Speed Pro 383 Chev forged flat top pistons 2 valve reliefs' 8-7067P .030 for 5.7 rod. \$600 OBO, 383 crank shaft, fresh grind \$350 -Freshly ground forged steel 427 BBC crank \$400 -Speed Pro 350 Chev forged dome pistons brand new in box 8-7051P .030 11:1 \$600 -SBC 472 Ross 10 pistons 9:1 flat top with 64cc head (good for turbo or pro-charged engine) \$800 -SBC 434 Ross pistons 11 in total 14:1 compression \$1200 OBO -10 434 SBC JE pistons 11.8:1 compression with 64cc head, bore 4.155, comp height 4.155 brand new in box \$1200 OBO -BBC Performer Intake manifold small port brand new in box part #2161 \$300 OBO -BBC sm port heads completely rebuilt. New guides, valves, resurfaced \$600 OBO -1 Bowtie II Victor Jr intake manifold SBC part #2972 \$300 OBO -2 Barry Grant 280 fuel pumps, rebuilt \$200 ea OBO -Holley fuel pump pro-110 \$75 OBO, Call Nick 250-801-4811

A1

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 purchased 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

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m1

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Pismo

Doug Adams

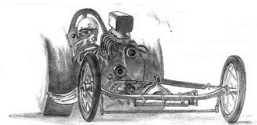


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 - * If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.
 - * Dragsters reach over 300 MPH before you have completed reading this sentence.
 - * In order to exceed 300 MPH in 4.5 seconds, dragsters must accelerate an average of over 4 G's. In order to reach 200 MPH well before half-track, the launch acceleration approaches 8 G's.
 - * Top Fuel engines turn approximately 540 revolutions from light to light!
 - * Including the burnout, the engine must only survive 900 revolutions under load.
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 - * THE BOTTOM LINE: Assuming all the equipment is paid off, the crew worked for free, & for once, NOTHING BLOWS UP, each run costs an estimated \$1,000 per second.
- 0 to 100 MPH in .8 seconds (the first 60 feet of the run)
- 0 to 200 MPH in 2.2 seconds (the first 350 feet of the run)
- 6 g-forces at the starting line (nothing accelerates faster on land)

That's acceleration!



Boise Nightfire

Darr Hawthorn

The 2020 Nightfire Nationals NHRA Heritage Series event at Firebird Raceway was only the second Heritage race, thanks to cancellations due to Covid-19. The virus border restrictions prevented Canadian Series regulars Ryan Hodgson, Tim Boychuk and Tim Nemeth from competing as they usually do, however eleven of the best western United States nitro funny cars made the trek to Boise with six top fuelers and eight AA/Fuel Altereded. Funny car qualifying for the 8-car nitro field set a record 5.794 bump spot by Jerry Espeseth in the Atlas Testing Camaro, tuned by Jason Rupert and Brad Littlefield, the qualifying was close.

Billy Morris in Eddie Knox's "Problem Child" Camaro set Low Elapsed Time of 5.697, taking the #1 slot form Michael Peck's 5.968 ET during Saturday's final session. It was awesome, with career best runs all through the field.

Ultimately Sunday's final round came down to 2019 UNFC and NHRA Heritage Seiries Champion Bobby Cottrell, in the big green Bardahl "Northwest Hitter" Camaro, owned by Bucky Austin and Mike O'Brien, meeting Jerry Espeseth's Camaro, formerly driven by Jason Rupert.

At the green, Cottrell left the line first and never looked back, taking the Nightfire Nationals funny car eliminator crown with his 5.690 to Espeseth's 5.813. On that run, Cottrell set top speed of the event at 257.28, with Cottrell picking up a \$500 cash bonus, courtesy of NitroReports.com.



Boise Nightfire

Darr Hawthorn

In top fuel, California nitro veteran Jim Murphy and his WW2 dragster led the field going into eliminations. Murphy faced Tyler Hilton in the traditional looking Chevy-powered family dragster, "Great Expectations". Murphy almost lost it on the starting line with a sleepy .228 light trailing Hilton at halftrack.

Murphy went on to take the win, running a 5.778, 230.21 mph covering Hilton's 5.997, 242.32 effort. Number five qualifier Dusty Green, driving Steve Harwood's Nitro Hemi dragster met number two qualifier Brett Williamson in Mike Fullers' "Forever Young" dragster. Green left the line first, but Williamson broke a burst panel slowing to 6.145 at 164.71 mph giving Green the victory with a 6.073 at 237.50 mph.

In the last pair of dragsters, Pete Wittenberg, who won the Good Vibrations March Meet, met Bryan Hall's "Nomad" dragster. Hall's 5.908 at 248.66 mph defeated Wittenberg, who smoked the slicks to a lackluster 12.384 pass.

The final round in top fuel brought Green and Murphy together. Murphy was on his game with a .014 reaction time as Green recorded .079. However, Murphy smoked the tires.

He slowed to 7.692 to Green's 5.831 at 241.15 mph with Green taking his first event win as a driver in a dragster that's had visited the Firebird winner's circle three times when it was owned and driven by the late Jack Harris from Utah.

AA/Fuel Altered was limited to four cars running on a 6.0 index. The top four qualifiers were Tom Padilla, Jason Pettit, Dan Hix and Randy Bradford's traditional Fiat.

In the final, veteran Tom Padilla met Jason Pettit in his "Hellfire II" altered. Pettit had starting line problems giving the single and victory to Padilla's solid 6.193 at 223.47 mph.

Despite limitations set by local Health Departments for COVID-19, faithful Idaho nitro fans were treated to some of the best in drag racing, probably the only nitro racing to appear in Idaho this year.

The Nightfire Nationals at Firebird were exceptional.

Photos by Darr Hawthorne and Kim Fuller



Boise Nightfire

Darr Hawthorn



Cottrell set top speed of the event at 257.28



RED DEER SWAP MEET

DUE TO COVID THE SWAP MEET IS NOW ON

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31 spline yoke new. \$25.00, Off a Tremec Tko 600. GM, 8 used comp cams pro magnum roller rockers. 3/8" stud. 1.6 ratio. \$50.00, In Calgary. 587-583-6142

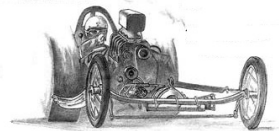
BBC Team Z intake 4500 series flange Great shape no porting or grinding, \$350 Also have 2 inch 4150-4500 flange adapter for an extra \$50, Will consider trades on 4150 flange BBC air gapper intake call or text 306-460-6702 A1

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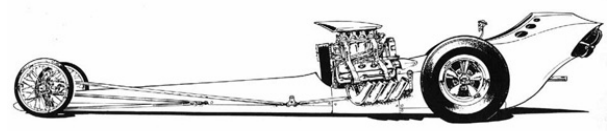
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Darr Hawthorn



Boise Nightfire

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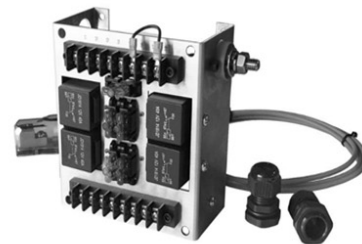
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1963 Falcon wagon. Needs a full restore. Very cool. Comes with a new headliner and a driver's side quarter replacement. Motor runs with gas poured in carb. This is my last attempt at selling it. If it doesn't go I will put it away until I have time to build it. Last chance. \$3200, Firm on price. Located in Raymond. 403-308-2237 F2

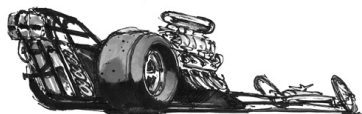


1972 Chevrolet Camaro · Coupe · Driven 10,000 kilometers Second owner, garage kept since '79. Very good car, NO RUST. 572 ci over the counter crate engine purchased 10 years ago from Chevrolet. Pump gas 620 hp 690 tq. Borg Warner T10 4 speed, factory 10 bolt posi w/3.73 ratio, Weld Prostar wheels, Hooker coated headers w/3" exhaust to the back, frame connectors, Cal Trac bars, interior has been redone with cloth in factory pattern, body and paint was done 10 years ago with new rear quarters, door skins, front fenders, and rear panel. Comes with 2 hoods. Split bumper is custom. THIS IS MY BROTHERS CAR. Serious inquiries only please. Email neilsabourinsr@gmail.com 780-498-0670

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1970 Chevrolet Chevrolet SS · Coupe · Driven 12,345 kilometers Located in Weyburn, Saskatchewan, Canada, Fathom Blue 1970 true SS, GM documented. 454(non matching)-4 Speed manual. (Car was originally a 396 car) Supposed to be white vinyl roof, have new one from Year One, along with chrome trim for new owner to install. \$65,000, Any interest please contact. (306)861-8166 J2



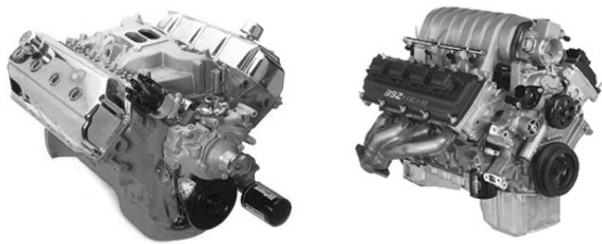
2014 Corvette Stingray M7 Manual 3LT Z51Power: 1005whp/874ft-lbs on Pump Gas, Around 1100whp on C16 (was street tuned) Best 1/4 Mile: 9.65 @143 last year on less power. Still the 3rd fastest M7 pass worldwide I believe. Should run a 9.4 @146 or faster (at +4K DA) this year but local tracks are closed. Milage: 80K kms/50K miles (Motor has ~800kms) Highlights: -ECS2200R Supercharger with 2.95 & 3.15 Upper Pullies -10 Rib Upgrade -Lingenfelter built 416 motor (Brand new) -GT35 Cam, Ported Heads -LPE Big Bore 2.0 High Pressure Fuel Pump -DSX Low Side -Triple Nozzle Alky Control Meth -RPM Built Wavetrac Diff w/3.90 Gears -17" Conversion with Weld S76 Wheels -9x19/11x19 RTF Monobloc Track Spec 5 Wheels (Very light) -PPF on 80% of the car, Full Ceramic Coating Car is located in Alberta, Canada and have no problem shipping to the USA if needed. Car has a ton more not listed obviously. If you are serious in the car, please feel free to message me. Car has been very well taken care of and is amazing shape and an extremely capable and well built machine. Price: \$75,000 CAD / \$63,000 USD Contact: 780-742-4678 J2

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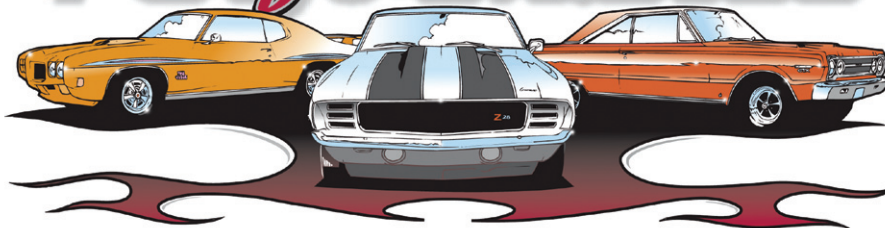


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J2



75 Vega glass front end lexan windows 12pt cage 5 gal fuel cell Alston front tubular control arms, Autometer gauges Dodge 8 34 backbraced diff strange spool and axles 489 nodular carrier with 4.56 gears back halfed ladder bar suspension, has 434 Dart engine Scat crank and rods 4340 forged assembly 14.1 JE piston Bullet solid roller camshaft, AFR 245npp aluminum heads super victor 2 intake with 1050cfm Quick fuel carb, MSD billet dist with 6al2 box, 2spd glide with brake and 5500 stall 8 inch converter Weld Prostar wheels 31 by 13 15s on the back 3 and a half 15s on front. I think that pretty much covers most of it oh trailer is a 24 ft enclosed new springs hangers bushings and pins with axles aligned and good tires all around, also reskinned ramp door. \$29,500, call Ken 403-318-7530

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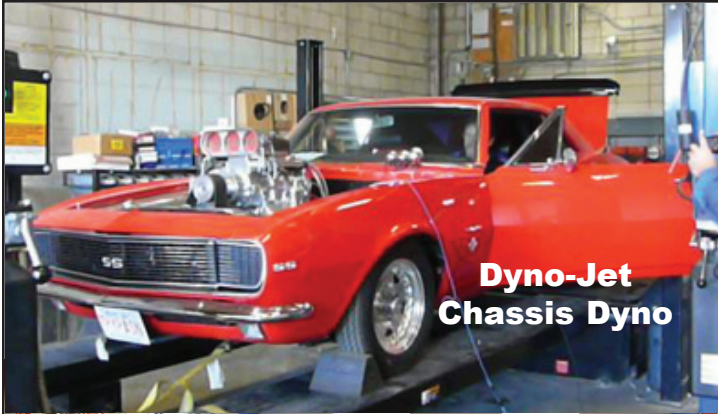


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m1



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 Thomson 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.

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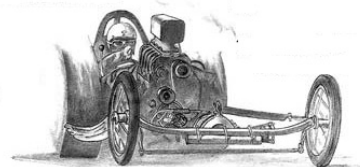
1968 Pro Street Camaro, Car come with BC Registration and paperwork . Certified 7.50 NHRA legal chassis, Best ET of 8.29 sec on a mild tune and still has lots of potential. Proven track and street reliability. Car come with 4 more Induction Solution tunes and is capable of mid 7 sec passes. 600 cid BBC pump gas friendly motor Car is built with the best of everything Comes with 24 ft enclosed trailer and lots of tools and spare parts. \$117500 Cdn Will entertain 6.0 cert T/S ,PM chassis ... Can sell with another engine Car is located in Langley
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Keith. 403-714-5845. Calgary Alberta J1



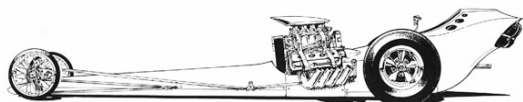
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1948 Fiat Topolino Altered 1575 lbs. 118" WB. Cert to 7.50, 383 chev engine on pump gas, 8.60s in 1/4 @151 mph. 5.50s in 1/8 @122 mph, Dart SHP block. Ohio Crankshaft assembly, Total Seal rings. AFR 195 CC heads comp package. Comp soid roller cam. Pro roller rocker arms., MSD Programmable Digital 7 Ignition, Pro Systems 4150 Carb, Reid 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

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Bakersfield or Bust

Ken Sitko

In amongst all this Covid crap, it is nice to escape once in a while. My escape will be at the 2021 March Meet (held at the end of May) in Bakersfield, California. As you read this, I should be on my way there, as long as our governments didn't ground the plane. My dad will be picking me up at LAX, then we'll head towards the grapevine early the next morning.

My mission, should I choose to accept it, is to coax a double A fuel altered to run quick enough to qualify somewhere in the top 8 spots, 6.000 seconds in the quarter mile is the target. To keep costs down, the rules say that we cannot run quicker than that; a 5.999 run would be disqualified. The car is owned and driven by Jim Holtz of California, he has spent the last 3 months putting it together. Jim will feel at home in the seat, it is the same car he drove at last year's March Meet, which was actually held in March only days before the virus changed the world. He sold the car shortly after that event, but circumstances allowed him to buy it back, less motor and drive train.

The engine is all new to us, so we have no data to start out. I gave Jim info on the fuel system to start with, hat nozzle sizes, ports and dribblers. Chuck Worsham put a fuel pump together, I thought since we were going to run a 14:71 blower, we should give it enough fuel, so we made the pump 32 gallons per minute. We'll likely have to get rid of 3 or 4 gallons or it will be a real toad. I'll be the crew chief, so I have to walk the line between going fast and not hurting parts. We have a box of pistons at our disposal, but those don't last as long as you would think, we could use up most of the box in one run if we're not careful.

Something new to both Jim and I is that we will be running an MSD 44 amp magneto, so lots of spark. I'm not even sure where to start with the timing, on our car we run a 10 amp Mallory points mag, at 66 degrees. We'll probably start at 58 with the MSD. Compression is also a question mark, especially with the big blower. A safe bet would be to start at 6.0 to 1. The fuel pump is too big to run 6.0's, might have to put a main jet or high speed circuit in to bleed off 3 or 4 gallons per minute.

Our plan is to run it safe by feeding enough fuel to each piston so it doesn't melt or detonate. Detonation can wreck pistons, bearings, and even break rods. As I said, we don't have much for spare parts, a few pistons, bearings and rings. No spare engine, pretty well one of everything. Our goal is achievable, but we have to do it right. We'll start out real safe and hopefully it is not so rich that it floods the cylinders. Thursday afternoon before qualifying we plan to make a half pass to determine how close or far away we are from our target tune-up.



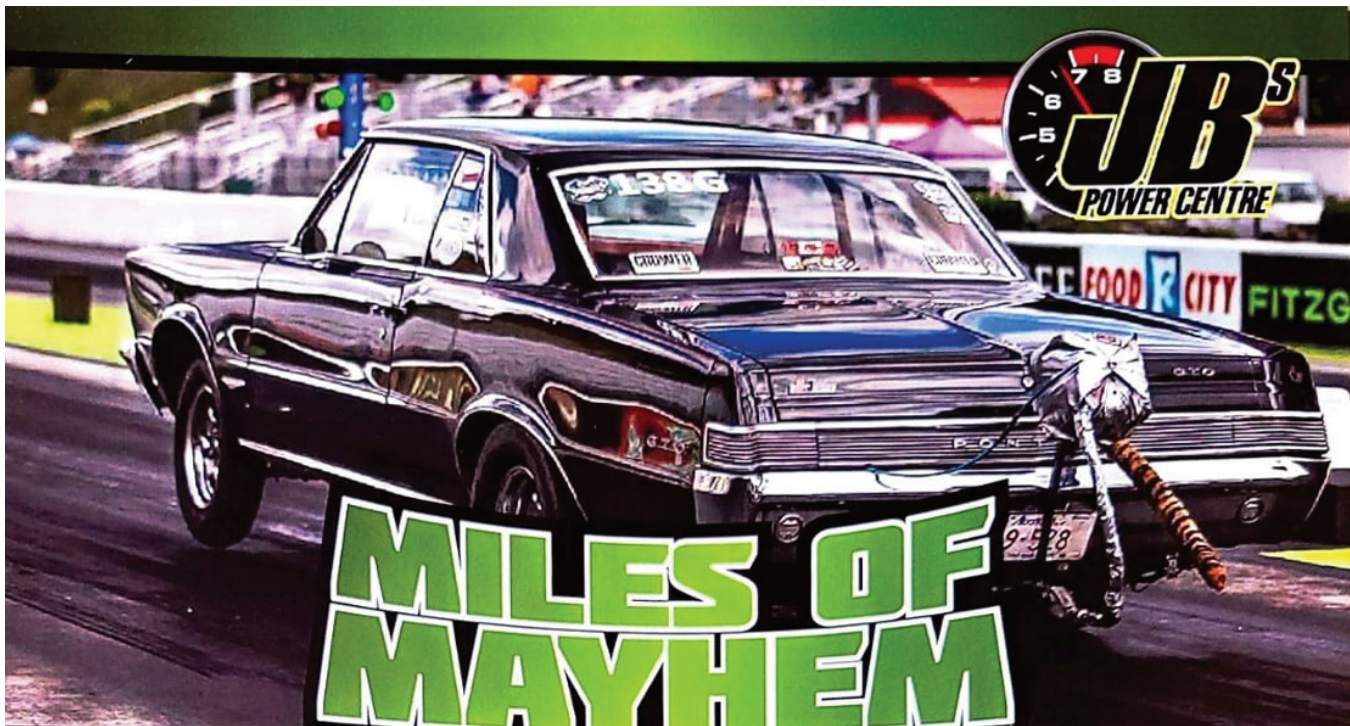
There is no computer in the car, we will be reading plugs and bearings. The time slip will tell us if we are on track for a low six second run, and we can make adjustments from there. The goal is always to win the race, otherwise why go?

But we have to concentrate on qualifying first, and to get the engine/clutch combination to be happy. We need to do that within the span of one test pass and 2 qualifiers.

My dad will be helping Jim and I on the car, that will be pretty cool. Jim's friends Brad, Mark, Chuck and Jay will round out the crew. If we do this right, and don't have to thrash after each run, we might even get to watch some funny cars as well.

Kenny





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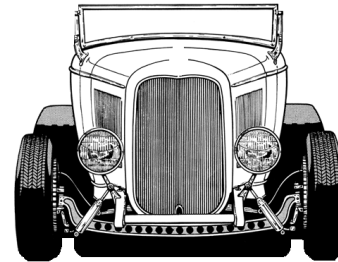


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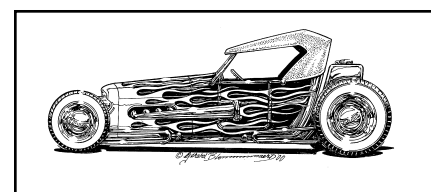
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