

# QUICK TIMES

25th  
ANNIVERSARY

JULY 2021

Volume 27, Issue 7

SPECIAL  
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VERSION



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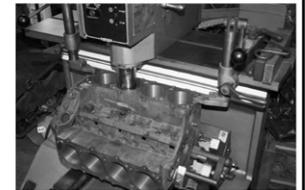
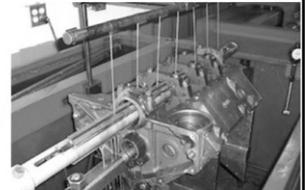
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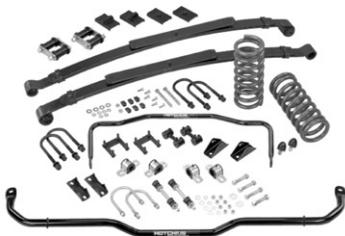
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# Funny Thing

## Questions?

*So many questions,  
we ask ourself every day*

*Here's a few that  
constantly run around  
in my head...*

I still haven't found out who let the dogs out?

Where's the beef?

Why do all flavors of Fruit Loops taste the same?

How many licks does it take to get to the center of a Tootsie Roll Pop?

Why are eggs packaged in a flimsy carton, but batteries are secured in plastic that's tough as nails?

Why is "abbreviated" such a long word?

Why is there a D in 'fridge' but not in refrigerator?

Why is lemon juice made with artificial flavor, yet dish-washing liquid is made with real lemons?

Why do they sterilize the needle for lethal injections?

Why do you have to "put your two cents in", but it's only a "penny for your thoughts"?

And where's that extra penny going to anyway?

Why do The Alphabet Song and Twinkle Twinkle Little Star have the same tune?

And why did you just try to sing those two previous songs?

Why there is a stairway to heaven, but a highway to hell?

And just what is Victoria's secret?

...and do you really think I am this witty??

Well yes I really am, but I actually re-posted this from a friend, who stole it from her brother's girlfriend's doctor who lived next door to an old mail man.

**Anonymous**



## VOLUME 27 ISSUE 7, July 2021

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**COVER** Doug Adams pic

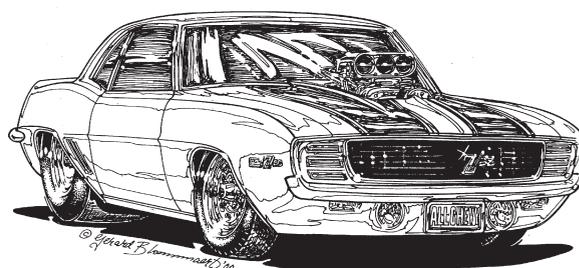
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## Pismo

Doug Adams

Greetings Quick-Timers, Summer is upon us and I see that you were able to have a celebration of sorts a few weeks ago. The green light was given and the Red Deer Swap Meet was able to happen. To me, that's nothing but good news, what a great cure for cabin fever.

Down here in my area it's pretty much the same old deal. Our illustrious governor is supposed to lift the state of emergency, that he imposed, in a few days. The only change that I have heard about to this point is that mask wearing was going to be at the discretion of individual businesses, which it pretty much has been for awhile now. Restaurants are expected to open to full capacity and other non-essential businesses were going to be allowed to open....we continue to wait for that day to come. With any luck everything will fall into place and by the time you read this it will be old news.

As soon as the restrictions are lifted I'm expecting more organized car events to start popping -up. There's still a lot of summer left, I'm sure it's going to get to the point of making hard decisions on which events to attend.

A few weeks ago we celebrated Memorial Day, a day dedicated to honoring the fallen members of our armed forces. This is a holiday that really hits home for me and brings back a lot of memories from when I was a kid, growing up in a small town on the east coast. I was always up early on Memorial Day whether to march in the towns parade as a Boy Scout or to help my dad at the war veteran's hall.

At the end of the day we would go to the church cemetery for a small service, a 21 gun salute and the playing of Taps, something I'll never forget. For me those days are long gone, although the tradition still continues at home. Today, the only time I hear Taps played is at the beginning of the Indy 500 and that's enough to bring all those memories back. For many years now, close to twenty my Memorial Day weekend has always kicked-off at either Paso Robles or Santa Maria for the West Coast Customs Cruise'n Nationals. For the past two years the Streets of Santa Maria have been quiet. Without having Santa Maria on the calendar I was hoping that some of the local car clubs would try and get a show going. I didn't hear of anything but that didn't stop me from getting out and finding something car related to do.

Locally, the only car events that are happening are the Saturday morning gathering at the donut shop in Pismo and the Sunday morning gathering at the donut shop in Orcutt. The Central Coast cruise nights are still happening but after the debacle in Grover Beach I'm steering clear of that deal.

With the three day weekend upon us a few friends and I decided that it would probably be a good time to take our cars to the donut shop in Pismo. Holiday weekends are always good at the Pismo shop and considering the current situation Memorial Day Saturday should be pretty big, everybody is itching to get out of the house. So the plan was put into motion, we were going to get together and drive up to Pismo then afterwards have breakfast and do some bench racing.

As quick as the plan came together the plan semi fell apart. We just can't catch a break when it comes to getting the guys together. One friend, Joe took his car out for a check-out run the Friday before and got a sidewall puncture, he was out. Another friend, Jeff lost the forward gears in his 68 C10, he's out. This left Larry and I to continue on. In the mean time Jeff decided to ride with me, until his wife said she wanted to go. Initially, Joe was going to ride with Larry. But, since I lived closer to Joe, I picked Joe up. Larry drove by himself and Jeff didn't go with or without his wife. .... geez, this shouldn't have been this complicated! Anyway, off we went!

As expected, the donut shop didn't disappoint, the place was jumping and there were a lot of cars there that were not there the last time I attended. The next part was elementary, park the car, get a coffee and a donut then take some photos.

Since Joe and Larry were occupied talking to friends from work I took the opportunity to get around and see the cars. My pick of the meet, hands down bar-none was a jet black, poker straight, dual quad, four speed, 409 powered 1959 Impala. Wow, this car was absolutely gorgeous. I had to walk by it four or five times before I was able to get a clean photo, there was a continuous crowd around this car.

I joined back up with the boys and we did a few more laps around the lot before getting in our cars and heading south. For a holiday weekend traffic wasn't too bad and we were back in Santa Maria for breakfast in no time. We picked a place right off of the freeway that has good grub and wouldn't be as crowded as the fancier places around town.

After breakfast I dropped Joe off and headed home for two and a half days of being a bum. We worked almost every weekend from Christmas to now and I was looking forward to laying on the couch and watching racing, which I managed to pull-off in grand fashion! Now we are back to working the weekends up to July 4th so, I'll have to keep my ear to the ground and wait for something to come-up.

Until next month stay healthy, be safe and hope for the best! Enjoy the photos from Memorial Day at Pismo!

*Doug*

*Pismo*

Doug Adams



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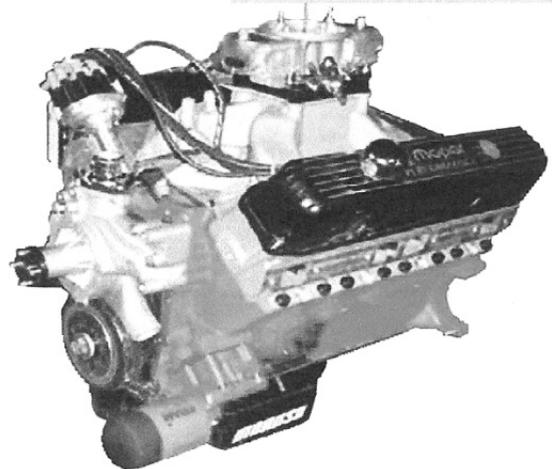
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**383**, full roller, 1.6 roller rockers with girdles, Victor Jr bowtie port matched to heads, Built at Precision In Grande prairie 3 years ago. 2.02/1.60 65cc heads 11-1 compression. Selling with the Fitech setup, mini starter, electric water pump. This thing is Bolt in and run ready, still in the truck and can be heard running. Safe to say less than 5 hours of run time a season and oil changed every year. I just gotta find the build folder in my shop for the full parts list \$6750, call 780-402-4590 J2

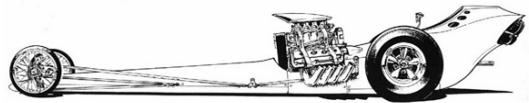
**505 BBC W/8-71**, AFR heads , electric WP, , crank trigger, professionally built and dyno at 800 hp, never installed in vehicle , call for more details. \$18,000 CALL Grant 1-250-371-7358 Kamloops BC M2

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**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

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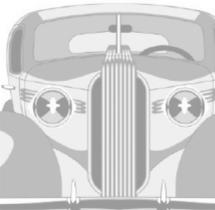
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31 spline yoke new. \$25.00, Off a Tremec Tko 600. GM, 8 used comp cams pro magnum roller rockers. 3/8" stud. 1.6 ratio. \$50.00, In Calgary. 587-583-6142

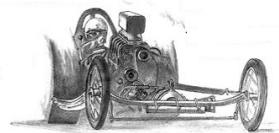
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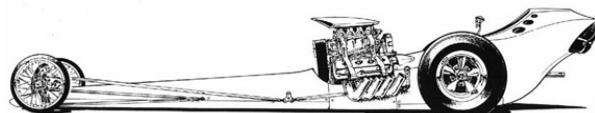
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## Red-hot John Force looks to keep rolling, put on a show in Norwalk

John Force Racing doesn't look as though as it missed most of the 2020 season and the organization, led by iconic Funny Car driver John Force, will now look to put on a show at a track starved for NHRA action.

John Force Racing doesn't look as though as it missed most of the 2020 season and the organization, led by iconic Funny Car driver John Force, will now look to put on a show at a track starved for NHRA Camping World Drag Racing Series action, Summit Racing Equipment Motorsports Park.

The facility didn't hold a race a year ago due to the COVID-19 pandemic, and Force and his team sat out most of the year as well. But Force is back in style, winning two of the past three Funny Car races in his 11,000-horsepower PEAK BlueDEF Chevrolet Camaro SS and he's ready to put on a show at this weekend's Summit Racing Equipment NHRA Nationals. It's always an event big on pomp and circumstance, and an annual fan favorite and Force is thrilled to once again race in front of the huge area fanbase.

"I always love coming to Norwalk," Force said. "The Bader family, they always put on a great show. We're going there with a full crowd, with everything having been shut down, the fans need the excitement, they need the entertainment. That's what we're going to give them. Header flames, 330 mph, 11,000 horsepower, how much better can it get?"

Steve Torrence (Top Fuel), Bob Tasca III (Funny Car), Chris McGaha (Pro Stock), and Andrew Hines (Pro Stock Motorcycle) were winners of the 2019 event. This year's race will be televised on FOX Sports 1 and FOX, including live final eliminations coverage starting at 2:00 p.m. (ET) on FOX on

Sunday, June 27. It is the seventh race of the 2021 season and JFR will look to keep rolling in a loaded Funny Car class.

Sandwiched between Force's victories in Charlotte and Epping is Robert Hight's Houston victory, putting the team on a good path heading into summer.

Keeping it up won't be easy, but Force, who has one previous Norwalk win, is eager for the challenge that includes racing against the likes of points leader Tasca, defending world champ Matt Hagan, Cruz Pedregon, Tim Wilkerson, Ron Capps, Gainesville winner J.R. Todd, Alexis DeJoria and Terry Haddock. "John Force Racing, we're running good," Force said. "The whole team, myself with PEAK BlueDEF, Robert over there with AAA Ohio, and Brittany with Flav-R-Pac and Monster Energy.

It sure doesn't look like we took a year off. Our crew chiefs are dialed in, our teams are working well together. It's all working for us. Now we have to stay consistent, we want to stay up there in the points, be in the fight, but we have to keep it going to fight for the championship and that happens in the Countdown. We'll be ready, we'll be good."





*Now we have to stay consistent, we want to stay up there in the points, be in the fight*





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No engine or trans, Chromoly Chris Alston chassis, Wilwood brakes, 40 spline gun drilled axles, Strange third member with 4:10 gears, 15x14 weld rear wheels, 15x3.5 front wheels, Varishock coil overs, Strut front suspension, 4 link rear, Carbon fibre wheel tubs, remote mount water pump.\$10k, Text or call 306-861-0470 J3



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**69 Acadian** 355 sbc 671 Weiand blower turbo 400 3500 stall Ford 9in 513s tubbed and caged , have BC Reggie little work can be put on the street...yes I have all the parts to go back on bumpers grill ect will be putting them on as time permits will sell less motor to much to list 20k, phone 250 612 2819 J3



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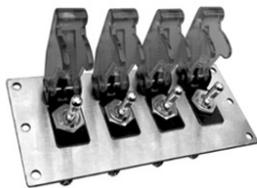
**1990 s10 drag truck**, 540BBC makes 815 on motor and is set up for nitrous, built professionally by Roger at custom automotive with dyno sheet available., Turbo 400 transmission, TCU brake and TCS converter., 4 link rear end with a ford 9 inch in it., Custom frame mods and roll cage bu stormy's street rods., Weighs 2,400lbs with all steel body. Has run six 1/8 mile passes since new, drives straight. \$25,000, Call 780-720-2894

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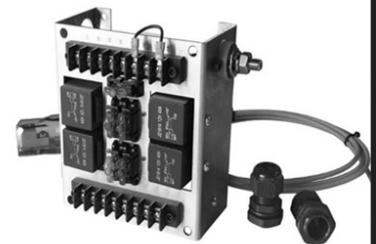
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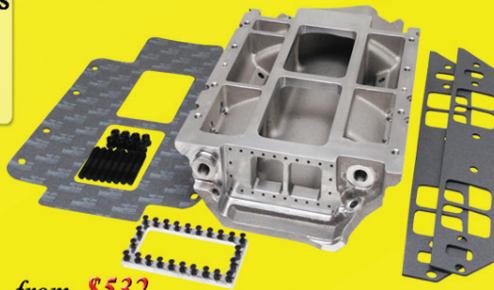
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**1963 Falcon wagon.** Needs a full restore. Very cool. Comes with a new headliner and a driver's side quarter replacement. Motor runs with gas poured in carb. This is my last attempt at selling it. If it doesn't go I will put it away until I have 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



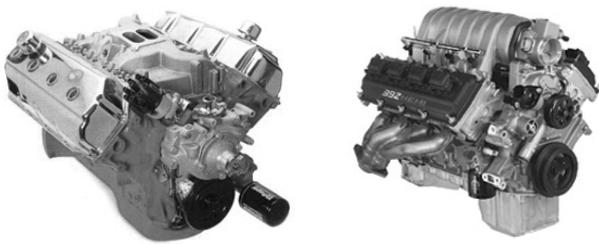
**2014 Corvette Stingray M7** Manual 3LT Z51 Power: 1005whp/874ft-lbs on Pump Gas, Around 1100whp on C16 (was street tuned) Best 1/4 Mile: 9.65 @143 last year on less power. Still the 3rd fastest M7 pass worldwide I believe. Should run a 9.4 @146 or faster (at +4K DA) this year but local tracks are closed. 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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J2



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M2

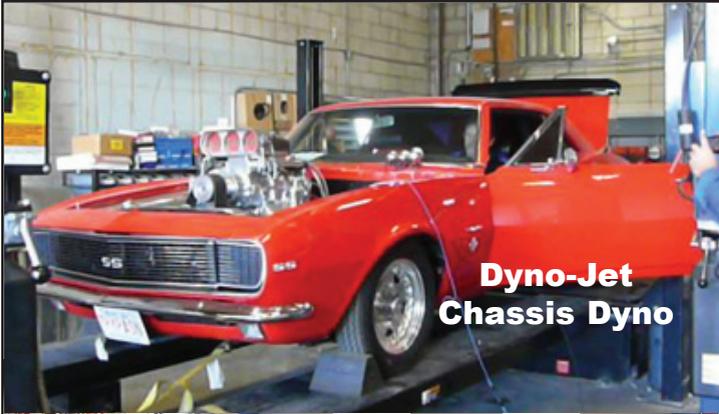


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**Pro-Street 67 Nova;** fully street legal. Car is currently registered in BC and passed inspection. All steel body is straight and no rust, glass is good, windows all roll down, doors close better than new, and all the stainless trim is in great shape. 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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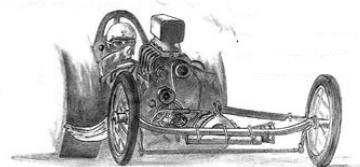
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m1



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m1





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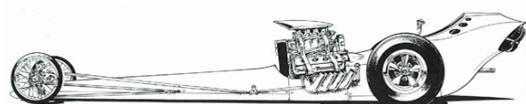
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**1948 Fiat Topolino Altered** 1575 lbs. 118" WB. Cert to 7.50, 383 chev engine on pump gas, 8.60s in 1/4 @151 mph. 5.50s in 1/8 @122 mph, Dart SHP block. Ohio Crankshaft assembly, Total Seal rings. AFR 195 CC heads comp package. Comp soid roller cam. 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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Well, our weekend at the March Meet in May didn't turn out as hoped. I was helping Jim Holtz with the tune up on his AA fuel altered, Jim and I had been talking back and forth for months about nozzle sizes, timing, blower speed, etc. I stayed at my dad's place in Norwalk; we drove to Famoso at 6 am Thursday morning, and arrived at 9 am to help get the car ready for testing that afternoon. This was an entirely new setup, it had never been run before. Once on jack stands, we fired it up. The idle was a bit high, but otherwise looked and sounded great. There was a mist of nitro out of all 8 pipes; we wanted it to run fat. The oil pressure was 180 psi at the start, 120 after it was hot.

We pulled up at 4 pm to make a test run. I wanted to do a half track pass to check the tuneup and check if we were going to run close to the 6.00 index. It doesn't hurt to get the driver some seat time either, he hadn't been strapped in for more than a year. The engine lit instantly as I pulled the coil wires, and Jim did a nice burnout. Craig Peterson and his son Cody helped us out; Cody mirrored my hand signals to the driver as we backed him up in his tracks. After helping Jim a few times, I knew that I had to get the car centered by the 100 foot mark; he tends not to steer the car anymore past that point. Everything still looked and sounded great so I pulled him into the beams and raised the idle so it was easier for him to stage. For a high gear launch, the altered launched really hard! Jim shut it off at about 500 feet, the numbers were 4.23 second at 185 mph at the 660 foot mark, pretty good for coasting through.

Holtz was happy with the run, he was really happy with how hard the car pulled. He said that the engine shut off clean. Back in the pits, we pulled the plugs, they still looked new. We got the valve covers off, and after poking around a bit, I started to get concerned about some aluminum flakes I found on the rockers and springs, they should be there. 5 minutes later the engine diaper came off and gave us the answer, it was full of oil. There were no holes in the side of the block, just a 1/2 inch puncture in the bottom of the oil pan. The pan came off and showed us an empty spot on the crankshaft; the rod cap was laying in the pan. It was pretty obvious what happened, as the rod bolt still had the aluminum threads on it, it pulled the threads out of the rod. This must have happened just as the engine shut off.

We didn't have to run the first qualifier for another 26 hours, so we started taking things apart. The sleeves were dinged up, but still runnable. The crank was another story though. Number 4 main was real black, and the 3-4 rod journal was tore up a bit. My dad George, Jim and I discussed what to do, and decided to try massaging the crank with some fine emery cloth. The crank looked respectable by noon on Friday, once everything was cleaned up it was ready to run

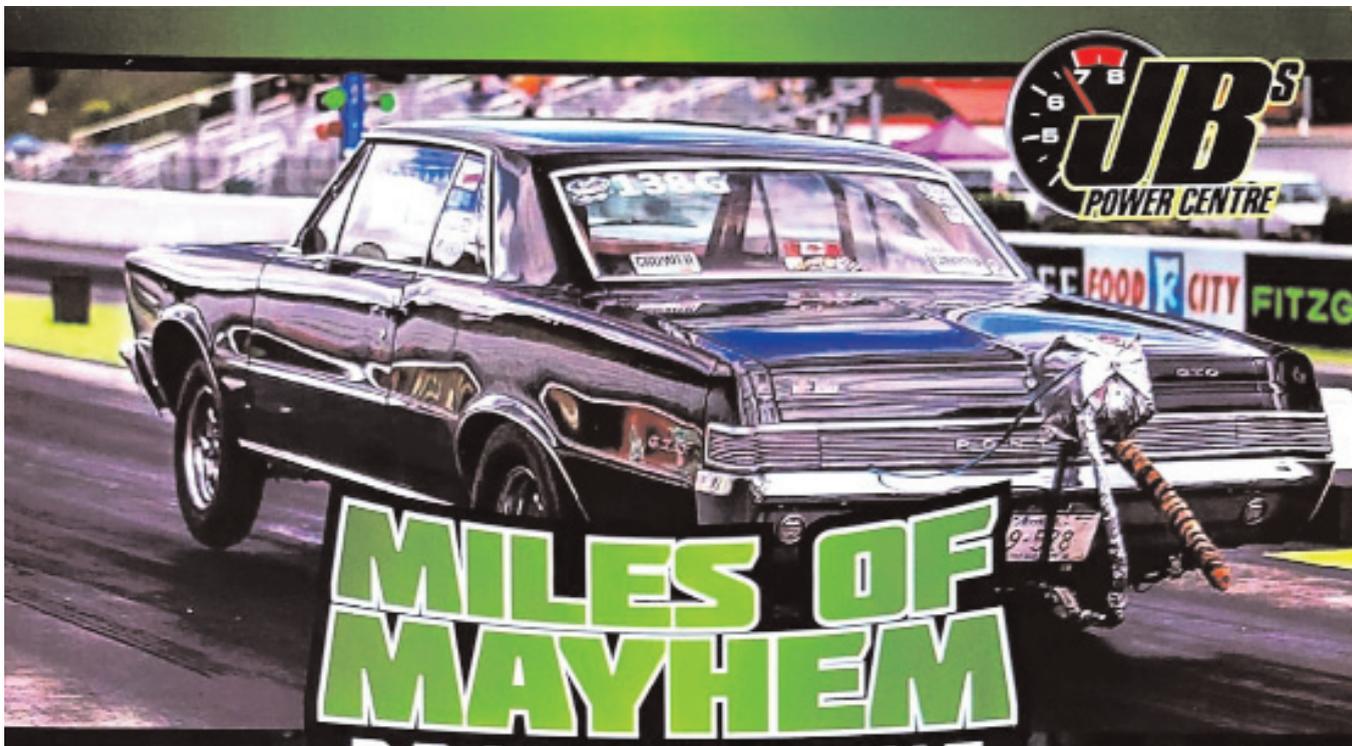
by 4. We weren't in a hurry, and it was real hot out, lol. The engine fired up with no problem and oil pressure was at 180 again, so we thought maybe we got away with it.

At 9 that night, the Holtz altered did a crazy sideways burnout to the appreciation of the starting line crew, one exclaimed "gotta love altered's!" I pulled the tape on the injector to bring the rpm up even more than last time. Jim staged and left hard. There was a real decent haze off the tires about 150 feet out. I really liked seeing that! At half track though, I heard the engine nose over, then saw a big flash at 800 feet as it blew up. The fire lasted only about 4 seconds, Jim coasted through with a 7.02. Our weekend was done. At least we didn't oil the track, the diaper kept it all in.

After putting everything away, we were now spectators. We talked about getting ready for Boise, but after thinking about it some more, we are thinking now it probably won't happen. The block needs to be fixed, needs a new crank, cam and rods. We have a real good combination going though, once it is fixed it should be hard to beat. I was in California with my dad for 3 weeks, we had an awesome time.

*Kenny*





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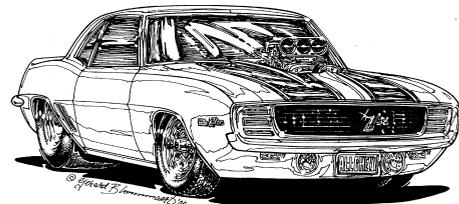


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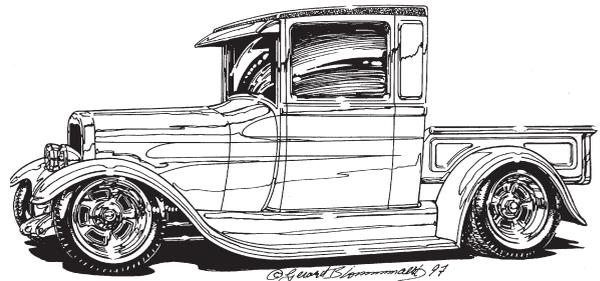
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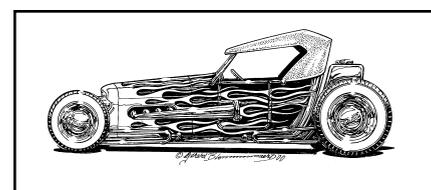
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