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27th  
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DECEMBER 2022

Volume 27, Issue 12

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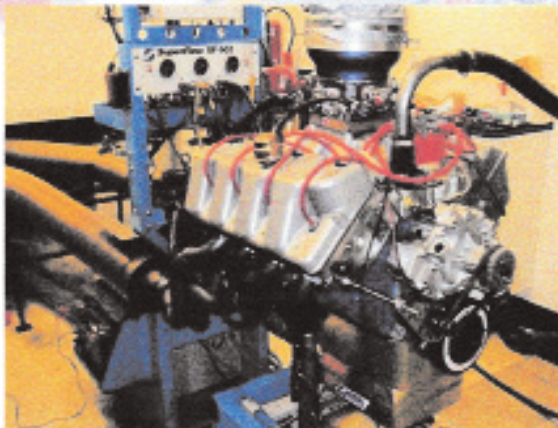
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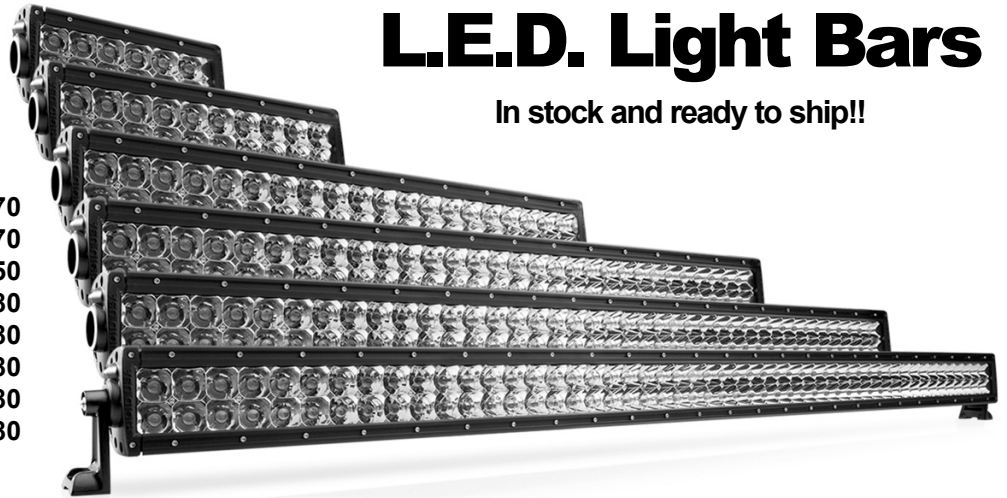


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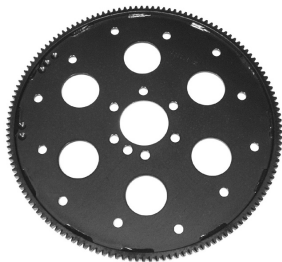
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**Ron Capps' storybook first season as team owner ends with championship**

Ron Capps' season ended with a Funny Car world championship on the outskirts of Los Angeles in Pomona, but not even a Hollywood writer could have scripted such a magical season for the veteran and first-year team owner.

Ron Capps' season ended with a Funny Car world championship on the outskirts of Los Angeles in Pomona, but not even a Hollywood writer could have scripted such a magical season for the veteran and first-year team owner in the NHRA Camping World Drag Racing Series.

Capps became the first Funny Car driver in 20 years to record back-to-back world titles, claiming his third career championship in his 11,000-horsepower NAPA Auto Parts Toyota GR Supra on the final day of the season at the NHRA Finals. It closed out a special season that included five victories and nine final-round appearances but doing it while taking the massive step to become a team owner just before the start of 2022 made it that much more special. He relied on the expertise of his team, led by crew chiefs Dean Antonelli and the retiring John Medlen, countless phone calls to legends in the motorsports game, and a series of clutch performances down the stretch to slip past Robert Hight by a mere three points, with Sunday marking the only time all season where he led in points.

"We've had so many good people around us and I've leaned on some great people. All these people we race against have checked on me and helped me, and I just didn't think it was going to happen," Capps said. "Having to beat (Hight), all of it hasn't even sunk in. It's still crazy to me and it all blows my mind.



"The year has been phenomenal. I kept leaning on 'Guido' (Antonelli) and to win five races, it's just crazy as a new team owner. I told 'Guido' before the final round, 'It's crazy. We both grew up crew guys and we won a world championship in our first year together. I have the utmost confidence in my team and that's what has made it work all season long.'" Bob Tasca III couldn't recapture his red-hot summer that included three victories, but he still finished fourth, while John Force's Charlotte four-wide victory added to his legacy. Cruz



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Pedregon's dominant performance in Pomona - including a career-best run of 3.839 - makes him a legit threat in 2023, while Capps also had to deal with the likes of J.R. Todd, Tim Wilkerson, and Alexis DeJoria throughout the season. It was a season filled with challenges, but Capps always proved to be up to the task.

"The Countdown was really crazy, it really was. It just tells you the amount of competition in this class," Capps said. "To win a championship in the first year as a team owner, it's insane. A lot of those moments (in previous years) made me better. There's no retribution or anything. Coming in, you just want to have a shot at a championship. (But) anything you put your mind to you can do with great people around you."



## CHRR 2022

## Doug Adams

Greetings Quick-Timers, I'm back at the ranch after a very busy month of racing and work. We reached our second and final milestone of the year at work by launching JPSS-2 and Lofted aboard an Atlas 5 for NASA. The big push is over and it's time to get the launch site ready for a complete overhaul as we will welcome our new rocket Vulcan to the fleet in a few years. If all goes well I'll be retired by then. I'm hoping we can slow things down and finish the year without any interruptions in our scheduled time-off periods!

Now that the racing and show seasons are over, it's time to get ready for the holidays. Other than a few trips to the local donut shops I won't be on the road until the Mooneyes New Year Show on January 28. But, between now and then I have plenty of bright sunny photos from the 30th annual California Hot Rod Reunion at Famoso Dragstrip and Nitro Revival 5 from Irwindale Raceway to warm-up your winter.

Speaking of winter, our first freeze of the season came about three weeks earlier than last year. We have had freezing overnight temps and ice on the cars since the second week of November. I know, I'm talking about a little ice and you guys are probably buried in snow. By all counts it's still a little nippy when you work outside as we do.

Wow, as I was typing, the 30th, I had to think for a minute and then realized that I have been going to the reunion since 2007. Over that fifteen year span the reunion had become something special. I got back to doing some magazine stuff,

I met Don and became a member of the Quick-Times family and reunited with some old friends. The reunion means different things to each of us but, the one thing you can count on is seeing some great racing action!

Unfortunately, some of those friends have left us, most notably for me The Mongoo\$, Tom McEwen. We really miss him but as he wished we are keeping his name alive. My friend, with a little help from me, still sets up the Mongoose Memorabilia Tent and friends and racers still come by to say hi and tell a tale or two.

It was never a dull moment when Goo\$e was around, especially when you were trying to sneak out of the hotel at 9 pm to get ice cream. You quietly exit your room and bam, there was Goo\$e in his underwear, in the hall wondering where you were going. He was quick to remind you that you need to get some rest because you had a long day at the track ahead of you! As long as we have the stories and the memories the Mongoo\$e will live on!

With that, let's get back to the reunion and the business at hand and recap the action in the nitro classes!

There is no denying that the class of the field and the one to beat in funny car is the Bucky Austin Camaro driven by Bobby Cottrell. Bobby and the team were riding a storybook season heading into the final race of the year.



## CHRR 2022

## Doug Adams

Bobby took the top spot in qualifying and was poised to put an exclamation point on an undefeated season.

From the Canadian contingent Nathan Sitko was a substitute driver in the new look Hodgson Bubble Up Trans Am. Nathan fell to Billy Morris in the second round. Tim Boychuk made it to the semis as he drove around Matt Bynum in the Nitro Nick Trans Am. Boychuk's day ended in the semis as he was beaten by Morris.

The Cinderella season for Cottrell also ended in the semis as a mechanical issue slowed the car. Tony Jurado drove off into the sunset for the win. In the final Morris took the trophy over Jurado.

In top fuel it was a two horse race to the championship. Tyler Hilton and Brett Williamson were at the top of the heap with Bryan Hall and Adam Sorokin holding on to a slim chance to advance. Playing into Hilton's hand was the fact that Williamson didn't qualify for the show, leaving the possibility for Hall or Sorokin to challenge for the championship.

Earlier this year Tyler and team parked the familiar, beautiful full bodied Great Expectations digger in favor of a new ride that came from former series champ Tony Bartone. Tyler's team and the car performed flawlessly as they claimed the number one qualifying spot. Hilton eliminated all possible scenarios when he took out Hall in the first round, the championship was settled and Hilton would hoist the

trophy as series champion.

The only thing left for Hilton to do was claim the event title. It was a short road to the final with only an 8 car field. After Hall, Hilton dispatched two Pete's, Wittenberg and Kaiser on his way to a picture perfect race weekend and win.

Rounding out the fuel fields were the crowd favorite fuel altereds, running Chicago style. For me just seeing these monsters try to conquer the quarter mile is enough. Long smokey burn-outs squirrely runs from wall to wall and sometimes a clean, fast, poker straight blast.

The story line coming into Sunday morning was Ron Hope's last pass in the fabled Rat Trap. Coincidentally, he would make that pass alongside his son Brian wheeling Pure Hell. Brian took the top spot in the B field and Johnny West drove past Tom Padilla to win the A field. In another last, Kyle Hough and family will park the famed Nanook fuel altered and make the move up to Nostalgia Top Fuel for 2023. We will keep an eye on them for sure!

That's going to wrap it up for now gang, I'll be back next month with coverage of Nitro Revival 5, a great show from Irwindale Raceway. Until then, enjoy the photos!

*Doug*







CHRR 2022

Doug Adams

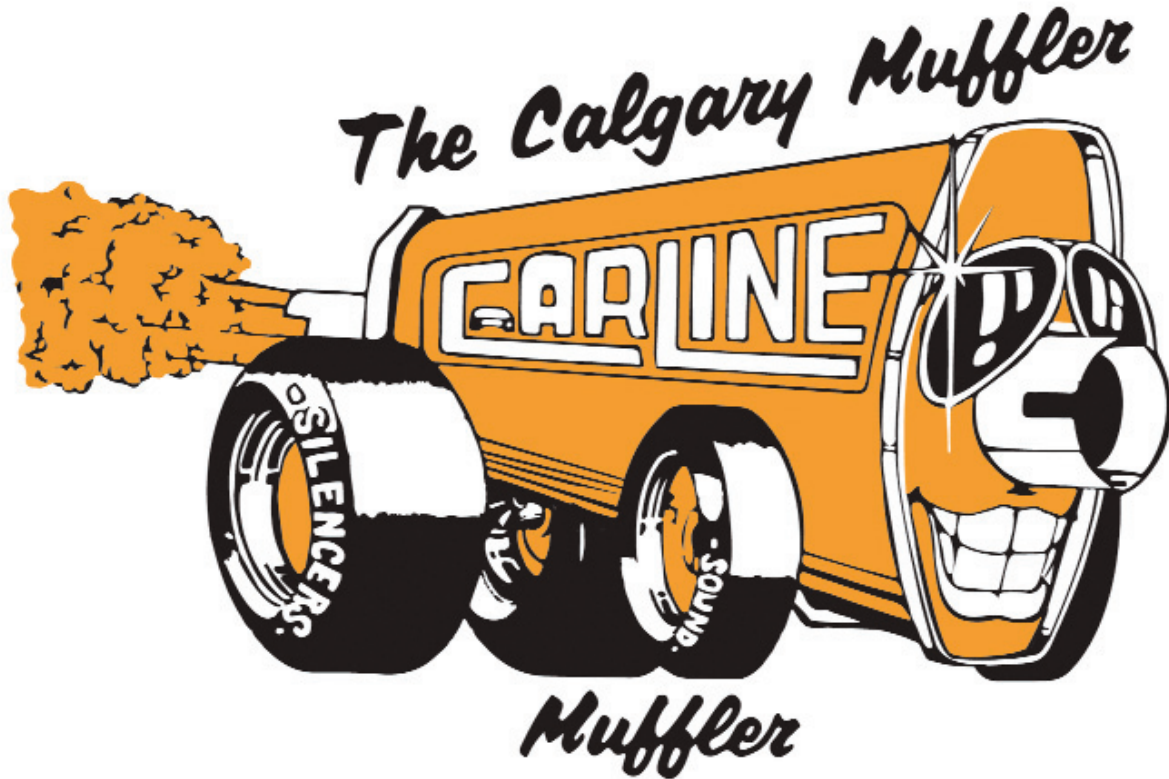




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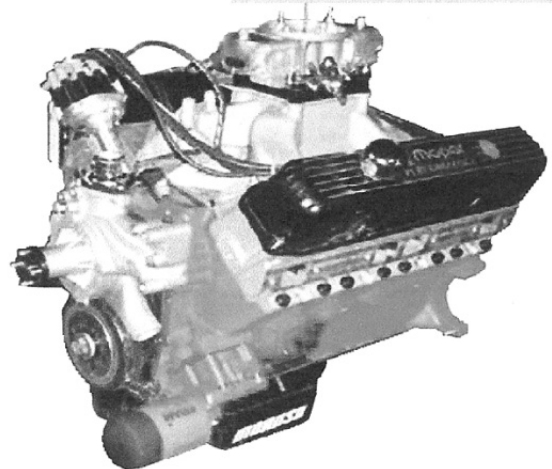
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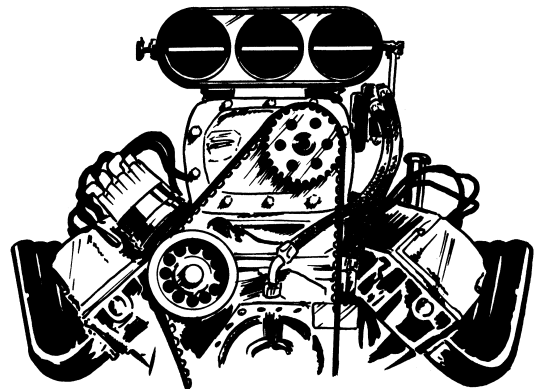
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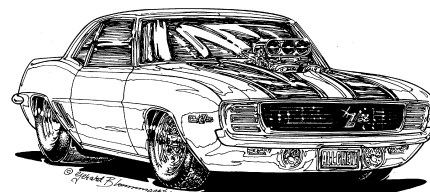
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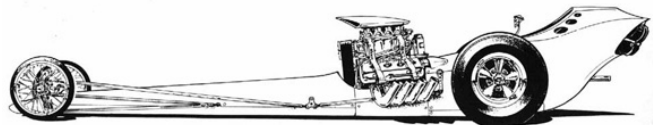
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MSD Part number 8563 Pro Billet. Was redone by MSD. Never run after rebuild. Like new condition. No holds. Pickup or ship on your dime. 350, Located in Brandon,Manitoba 204-761-7051 D1

Very clean 1931 model A coupe body very original and very clean and strait . Sub rails are all good . Mint trunk lid . Non cut up firewall. Cowl solid , doors solid . Needs lower patches both sides before the wheel wells . Original seat inside . Windshield frame and visor included . Doors open and close nicely . \$8500 Justin. 403-478-2886 N1

Brand new 12 gallon Jaz products fuel cell. Has flap-per under metal fuel cap. 8 AN fittings on top. Dimensions are 18"x16.5"x10.5". \$400 Located in Balgonie SK. 306-596-2555 N1

Set of four 15 inch screw on Moon Discs. Good used condition. \$100 for the set. Firm. Buyer pays shipping. Phone or text 250-428-6782 N1

American Racing 200S vintage mag wheels. Sometimes referred to as "Daisies", these are the same style of wheel used on the 1955 Chevy in the movie Two Lane Blacktop. The rear wheels are 15", fronts are 14". Chev 5 on 4 ¾ bolt pattern. Wheels appear to be in good condition, no curb damage, and the rims should polish up nicely. There are only two center caps, the tires have good tread but are old and should be replaced. - \$750 CALL 604-202-0531 O1

Dominator carbs for sale. 1050 Holley \$600, 1150. \$650, 1250 Pro systemsSV1 \$900. 1425 Holley hp new in box \$1500 CALL 403 929 0221 O1

Chromoly tube chassis. 102" wheel base. Built for 72 Toyota Celica. Front end was stretched 6". 50.5" wide at the main hoop. Just needs door bars added (material supplied). Needs finish welding (75% welded). Built to cert to 8.50. There is \$3500 alone in chromoly and the advanced chassis strut cups. Located in Nanaimo, bc \$3500, Call or text 250-713-5735 A2

Starting line controller with auto shut off valve \$350 Chevy CSR flexplate new but out of date \$100 Chrome overflow bottle \$50 1- 16x16 with 4-3/4" backspace double bead lock rim \$500 Dash from American dragster with all gauges and wiring \$600 Fuel tank from American dragster \$100 XS Power Intelli Charger, needs repair \$100 Hood scoop and tray with filter \$400 MSD launch rev limiter PN7551 new with cable \$150 K&N 9" racing filter and base PN 66-3330R new \$150, Joe 780 554-7271 A2

	780-455-3171 1-800-561-2886 12628 124 St. Edmonton, Alberta www.ampauto.com info@ampauto.com	
	<table border="0"> <tr> <td> <b>New Replacement Panels</b>                      Trucks, Cars, Exotics &amp; Imports                      Hoods, Lights, Grills,                      Fenders, Doors, Door                      Handles, Box Sides, Tailgates,                      Rust Repair Panels, Carpet                 </td> <td> <b>Alsa Exotic Finishes</b>                      Candy Concentrates,                      Ghost Chrome, MirraChrome,                      Prizmacoat, Crazer, Crystal                      FX, Mystic Spectra FX,                      Eclipse, Flakes                 </td> </tr> </table>	<b>New Replacement Panels</b> Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet
<b>New Replacement Panels</b> Trucks, Cars, Exotics & Imports Hoods, Lights, Grills, Fenders, Doors, Door Handles, Box Sides, Tailgates, Rust Repair Panels, Carpet	<b>Alsa Exotic Finishes</b> Candy Concentrates, Ghost Chrome, MirraChrome, Prizmacoat, Crazer, Crystal FX, Mystic Spectra FX, Eclipse, Flakes	
The World's Most Exotic Finishes Authorized Distributor		
		

SBC Edelbrock 2025 Performer RPM Dual Quad Air Gap Manifold And Carb Kit (engine not included) . Comes complete with intake , carbs , linkage , and fuel line . Comes with air cleaner and spare jets. New on Tdot performance , over \$2,500.00 . Made 401 hp , 424 tq (355 CID), dyno time only. \$1750.00 OBO  
Dane 587-223-3806 D1

Richmond Dana 60 488 street gears and a 35 spline spool. May have some strange axels , used bearings and bolts I could part with for additional cost \$400 (403) 999-8146 D1

Holley SBC 327-11 110GPH pump \$60 SBC plug wire holders Mr gasket \$60 Anson BBC aluminum finned valve covers medium height \$225 K&N 14x3 Filter with flow top level base \$100 Chevy performance 14' air cleaner lid and 2 drop base \$40 Holley Strip Dominator BBC Rec port intake 4150 \$175, text 780 872 9174 D1

Old School Edelbrock C4B dual plane, 4 hole, Holley/AFB pattern, front oil fill provision, cool old intake perfect for a period build. \$275 Edelbrock Victor Jr, extensively ported and completely blended, matches a 1206 gasket, stamped "Nash Racing Engines" I assume that's who did the work, pretty handsome job. \$300 Edelbrock old style Performer, decent shape, has a black crinkle finish of some sort, \$150Truro, NS 902-956-1962 D1

**Blown alcohol 427** sbc and Bruno/lenco transmission. Engine- Dart little M dry sump oiling block, aluminum rods, Kieth black pistons, AFR heads, New TBS 10/71 blower, Peterson dry sump oil system, MSD pro mag 20. Jessel shaft mount rockers. For sale complete hat to oil pan with complete fuel system. Trans- Bruno torque converter drive and Neal Chance bolt together billet converter, 3 SPD SC1 lenco trans with c02 shifter and c02 trans brake This combination is estimated to make 1400hp @ 20psi boost with the supercharger over driven by 12%. Best pass on it in a 3100lb full size truck is 8.43@158mph. Can be heard running and can be seen make a pass yet this year. \$35k, Kind of unsure what to price tag it at so please don't beat me up over it. Text 306-861-0470 S1

**388 SBC** Engine for sale (Used) 4.040 x 3.75 = 388cid 4 bolt main, Forged crankshaft, forged H-beam rods, Forged 12-1 pistons, Solid Roller camshaft & Lifters 4 -7 Swap cam, Stud Girdle, Victor Jr Aluminum Heads, Victor Jr. Intake. Electric Water Pump, all ARP fasteners. SFI Flexplate. Hi Torque mini Starter, SFI ATI Balancer. MSD Distributor, plug

wires. Ready to run. Can be heard running in vehicle. (1050cfm Quick-fuel carb not included but negotiable). Approx. 500HP.\$7800, Steve @ 403-458-3900 S1

Weld Magnum. X 25 x 4 3/4 bolt circle. 4.5" back space. 16" x 16"Big bubbas. Stored inside. \$800, Stan. 780-220-0990 S1

All parts are new: SRP 498 BBC forged pistons missing one pin, no rings \$640 Cloyes BBC Timing cover \$200 Holley Fuel cell EFI Pump \$650 TCI TH350 trans shield \$300 TCI TH350 valvebody transbrake \$650 Edmonton call 780-729-1252 S1

looking for a 2500 or higher stall converter for my 1987 700R4 in or near Red Deer if you have one please send me a message with what you have and how much your asking for it thanks. Call 587-377-0157 S1

Quick fuel carb 950 Cfm, used on the dyno for a number of runs, calibration is stock, was cleaned after use. \$900 Call Dwayne 780-926-6953 S1

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CHRR 2022

Doug Adams



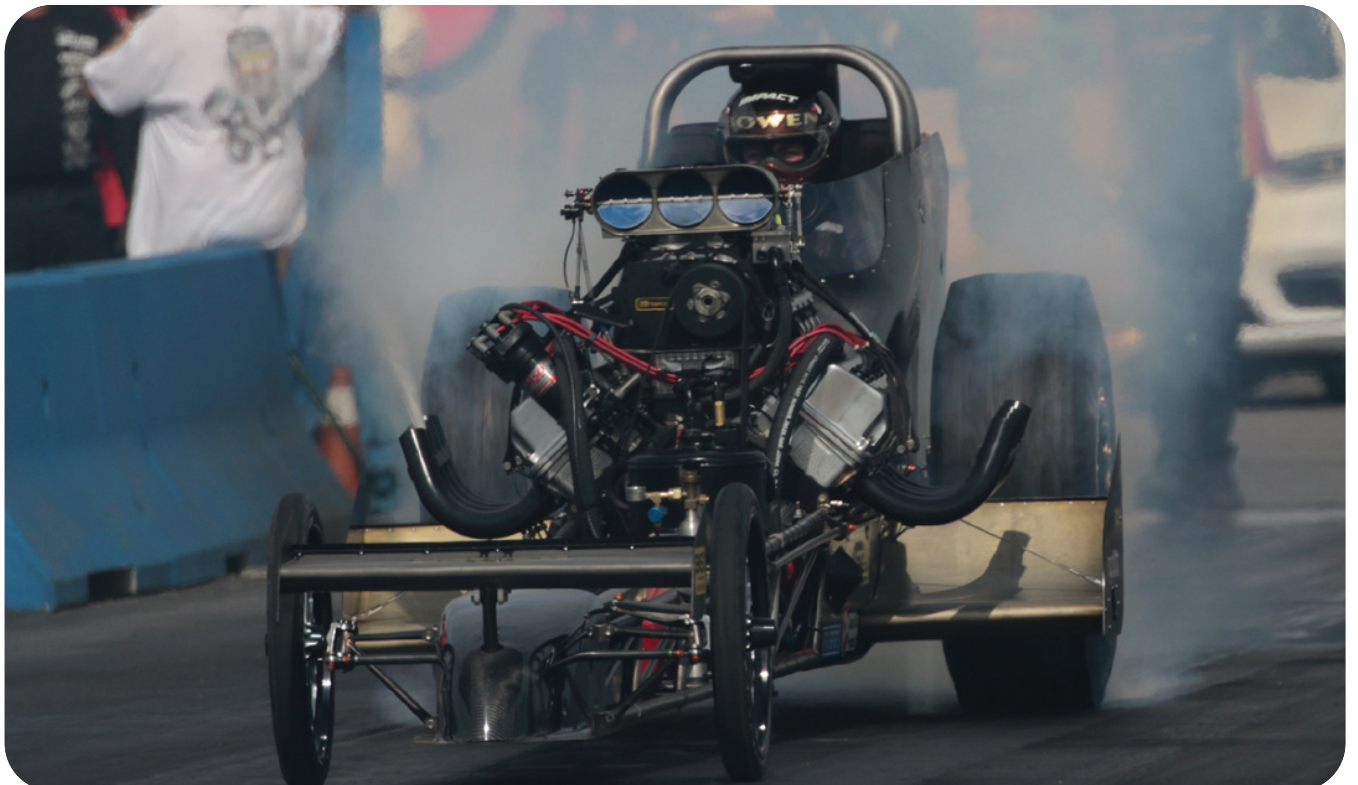
# CHRR 2022

# Doug Adams



CHRR 2022

Doug Adams





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# Parts Bin

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Like new Lenco CS4 - All billet cases 4 speed. With the Brand new spares, this cost over 13000.00 USD new and this is almost brand new. Transmission comes with hard black anodized alum. cases, form sprags, maraging-300 main shafts, 32 spline output shaft, air servos, lockout rev. shifter with safety switch. 27X32 spline gear sets with steel floaters and grey clutch discs, low drag bearings, Tutterow Air shift pods. 1.25, 1.18, 1.18 NOTE: Front gear has 35 spline input Blanket included (current cert till Oct 1, 2023) Spare parts included. Has additional 1.25 gear set also BUYER PAYS SHIPPING PRICING IN USD 8000.00 USD Located in Spruce Grove Alberta (780) 974-6640

D1

5.7 Hemi block huggers O2 bung pickup Southlands Med Hat 403-526-9656

D1

World class T5 out of a 95 S10, worked when pulled. Only selling because I am using a TH350 for my v8 swap instead. \$600 firm. Call or text (780)514-0163

Complete Rear end and exhaust system from a 2008 SRT Challenger. Has only 25 miles on them. 3500.00, Call or text Lyall 780-898-0178

O1

1955-1959 Chevy truck project, Heidts tubular front end w/power rack, tubular control arms, 4 wheel disc brakes, 4 wheel QA1 coilover shocks, rebuilt 9 inch Ford rear, 4 bar rear suspension, comes with 2 cabs, 1958 front clip, new rear fenders, new cab steps, cab corners, complete box w/taillgate and lots extra parts, chassis work is done, \$6000 obo, Don 403.872.0250

CalTrac with mono leaf spring. Will fit 67-69 Camaro and Firebird. 68-72 Nova. 800 Km on this set up. Switched to 4 link set up. \$750, Call or text Derald at 403-597-7222

S1

2 Weld Brand Prostars. Chevy 5 x 4.75 bolt pattern. 3.75 B.S Balanced 225/60R15 Comp T/A Tires 70-

80% life still left. Previously on a 68 Camaro for a season Barely used then stored in the closet. No dents/pits on rims or cracks on tires \$525, call 780-807-3353

S1

forged Chevrolet big block 454 crankshaft that has been internally balanced and has dual keyways cut into it for a blower application. Standard mains and standard rods. \$600, Located in Vernon 250-308-8386

Hooker 5320HKR Adjustable slip fit BBD headers. B/E n custom applications. I got these from renowned Mopar man Harvey Paul which had them on his Blue 66 Coronet. They have a few clearance massaging passages done. These sold for 1330 CDN 1035 US through Summit when available. \$375.00 call or TxT 780-807-3353

S1

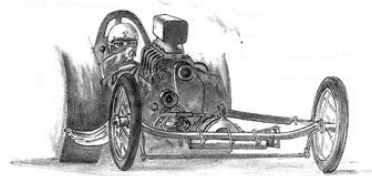
A set of BB Chev tall deck spacer's so you can put a car intake on. Oval port but can be modified to Rec port. \$100. Located in Lethbridge 404-308-1730

S1

PSI Magnesium Injector hat with billet aluminum lip. Has additional diverter plate that someone added. - 5/8" aluminum roots adapter plate. Selling as I already have another injector setup and this one's just sitting. \$2500cad includes shipping and roots adaptor plate \$2300cad includes shipping with no adaptor plate. Located in Alberta. 780-207-1294

S1

fibreglass front clip for a 68 Camaro with Cowel hood scoop asking \$1000 OBO mobile call 780-933-5506 S



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Holley vr2 3000 with controllers Half of new asking price has less then a few hours on it ! Going to m1 and a cable drive setup Have filters aswell for extra that can go 780-860-5133

1 Pr. M&H Racemaster front runner tires 4.50/28.-17 these are brand new tires and have never been mounted on a wheel, these tires sell new for \$226.00 each, I will sell them for \$350.00 for the pair (708) 288-2879 N1

1250cfm 4500 flange Pro Systems SV1 Carb. \$850 cad. Or best Offer. Will include k&n filter and Dominator air cleaner base for asking price. Shipping on buyers dime Located south of Calgary 403-975-1696 N1

Littlefield 14/71 Hi-Helix 18pt stripped. Blower has 10.5" inlet. Modified Delta outlet. PSI Magnesium Injector hat with deep lip. Custom Injector hat adapter plate. Custom Blower inlet spacer with divider plate. (3 nozzles per side) Restraint plate (out of cert) TC Machine belt guard (side skirts and stands included) Optional black injector hat shown. (Blower pulley not included) Located in Alberta, Canada. 7500usd, 780-207-1294 N1

New .MOTIVE..Gear set 3.89 for 9.1/2 Ford pro set —been installed and removed never used Pick up Stony Plain \$650 780 910 2843 N1

1952 ish short box L110 international pick up truck . What you see if what you get . Have a pair or rear patina matching fenders to go with it . Very complete and a fun project . No motor or transmission. Located in Calgary . Asking \$2500 obo and trades welcome . Justin 403-478-2886 N1

CHUTES & SPRING LAUNCHERS by STROUD.. Both are in Good Condition... Both are BLACK in Color...\$695. Each >> OR \$1295. for BOTH.. Price is FIRM Located in Niagara Falls Area in Ontario, (647) 515-2738 S1

**1958 Chev pickup** rolling chassis project. 4 wheel disc brakes and 4 wheel QA1 coil overs, Front suspension is a new Heidt's Mustang II, big block springs. Tubular control arms, Rear is back halfed and re-braced, with a freshly rebuilt 9" Ford, 3.50 ratio, Crown Vic disc brakes. Fully adjustable 4 link and 4 wheel adjustable coil overs.. It's set up for a 350 and 700 R4 but can be changed to any engine you want very easily. Body is disassembled and metalwork is started. have 2 cabs, 58 front clip w/extra fenders, One cab is complete & decent, Other cab has No rust above windshield. Rest of the cab is typical rust, but comes with new running boards, cab corners new rear fenders. Floor is solid. Also have a step side box w/tailgate, It is a project for sure but it's a lot farther along than the pictures would suggest. I honestly don't even know how to price it. I know what the parts cost and how much time is in it, but of course it's only worth what someone wants to

pay. \$6000.00, Make me a reasonable offer and it's yours. Don 403.872.0250 Red Deer J2

1969 BBC Cast(rare one year only) cast iron HI-RISE port intake manifold; 650 cfm Holley Spread Bore, vacuum secondary, electric choke, Carb List #0-9895 ; MSD Billet Dist, coil; new cap/ rotor; hi-flow exhaust manifolds...package deal, only, \$1500. for everything!!!! Note: Carb alone worth over \$1000!!!!!! Brand spanking new 32" GM keyed, tilt universal raw steering column with some chrome trim. Sells for \$635.99 USD (\$800.+cdn). ++ freight/ brokerage/taxes(yes they collect them now) etc....& they dont cover oversize charges.. only asking \$500.CDN Langley (604)831-8370 J2

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**Altered 125" 27T, 355 Dart, Dart heads, Grp, Ross, Comp, Enderle Bird, 671 Glide, 9", 4whl disc Xtra parts; Rearwing, heads, sb headers, radiator, delay box, new 14 x 32 MT's All drivers safety gear Fresh 6.0 cert Best 7.37@181mph 2008 Mirage beaver tail trailer Low miles Top end apart for your inspection Cage is designed for a medium driver \$40k call Bill 778-317-5581**

A2

**1990 Dodge Daytona** rolling chassis set up for small-block and powerglide. 8.50 cert, new front struts, new front brakes, new front wheels and tires. 14x32 rears. 9" rear end, ladder bar, full tube chassis. Comes with all electronics, fuel system, etc. Extra front clip and doors included. Will ship anywhere in Alberta. Also available, complete R3/W8 engine and brand new Powerglide with SBD bellhousing. 780.497.8097 \$18000 cad \$14000 usd



**1942 Willys Pick Up.** ALL STEEL. 354 Hemi with Hotheads parts, beefed up 700R4 tranny with Lokar shifter, 9" diff with 4 link. Dual exhaust system, out the back or uncork the zoomies!! Also has hood to match. Disc brakes, rack and pinion front end. Frame and suspension painted same as truck. Low 11's or just cruise around. \$85k, Call 780-882-7572

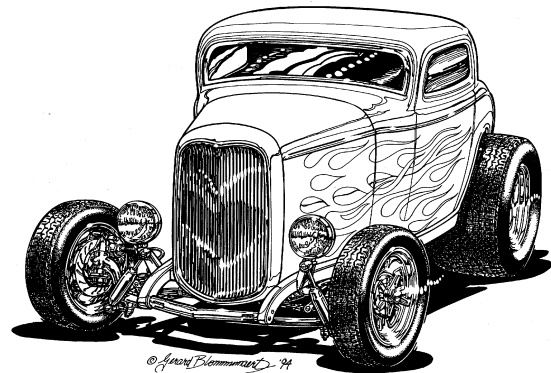
A1



**1978 Pontiac Phoenix** with a 78 Nova front end. Selling as a Roller Street/strip setup Roll cage w/door swing outs Street legal, Sask plated Nice drive r9" Custom built FAB 9 Strange rearend 4:10 gears Ladder bar rear suspension w/ Strange coilovers True Centerline rims Full Autometer gauges Bolt on 4" fibreglass cowl No rust Very nice newer paint 150hp Nitrous wet system with dedicated fuel cell Line lock Dual battery set up with rear switch Aluminum rad with Electric fan Rack and pinion steering Selling as a roller \$8,500obo Call or text 1-306-460-5528

A1

**1946 REO Speed wagon.** This cab is mounted on a 1992 Chevy Silverado HD 1/2 ton 4x4 frame with a 350 with a 700R automatic Tranny. Everything works as it should. Has airbags in the rear, Has a Gen 2 heater, all gauge work, Bucket seats, power windows, ps, pb, cowl vent, custom flat deck on the back. Could use the rest of the interior finished. This truck is in Red Deer Alberta and is registered and insured. This is a proven hot rod that can be driven anywhere. 28,900.00 I am posting this for my buddy so if you are interested then give me a call or text at 587-679-4069



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**1970 Hemi Cuda' Street Strip** *all aluminum 636 Cu in* Indy Hemi 950 HP on pump gas ,Stainless Stage 5 Rockers , Dailey Engineering Billet Dry Sump ,Morel Short Travel Hydraulic Roller Lifters , Militia Racing Products billet Cam, Reid Case Pro Mod th400 210 First Gear , 35 Spline Sheet Metal 9 inch, 5 inch Stainless Exhaust Alterkation Front end rack and pinion Steering 4 wheel willwood power disks Chromoly 8.50 cage fresh cert 3200 lbs 9.0s NA on pump gas in quarter turn key 105,000.USD Don 604-828-0027 F1

**2006 Halfscale soft tail jr dragster**, turn key car, tons of spare parts plus a pair of stand, warm up stand, starter, tow dolly, car cover, drivers suit, spare MT slicks and more. It has a 7.90 blossom engine with shock wave clutch and mychron 660. Engine has a new crank but needs new rings. Only selling because we're Getting out of jr racing. Asking \$7,000 OBO serious inquiries only no tire kickers. For more info call or text Rob 780-220-2666. A2

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**1962 Ford Falcon** Gasser race car Setup for BBF and C6, 10 point m/s cage, subframe connectors, Custom fender well headers, MSD digital 6 plus ignition box and coil Calvert racing split mono leafs with caltracs, Competition engineering adjustable shocks at all 4 corners , Speedway motors front axle kit with disc brakes,, Ford 9", spool, 4.10 gears, 35 spline axles from moser with disc brakes, Missing lots of stuff, just ask if you have any questions, Would consider including transmission for right price, Has been 10.30's at 130 mph with a low compression 522 BBF, Small tire car \$15 000 call 204-781-5222 M1



**1937 Fiat** rolling chassis, would be an awesome inexpensive bracket racer, fiberglass 1 piece body, tube chassis, Ford rear, tube axle, Weld wheels, gauges, shifter. Set up for SBC/350, Comes w/headers as well...\$8500 Call Don 403.872.0250 S1



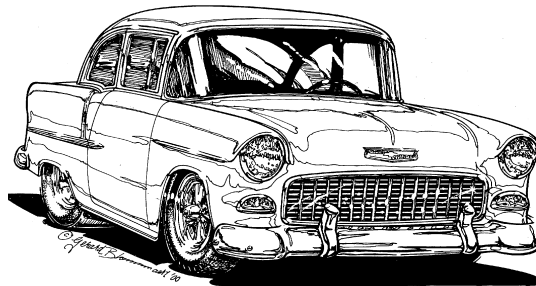
**Pro street Acadian**, 565 dart block bbc, turbo 400 trans with brake, 5500 stall, fab 9" diff with 4.56 pro gears, fogger nitrous system just installed, engine and trans are recently refreshed, far to much details to write here, call or text for more, 780-870-1724 the car is Alberta registered. 42k S1

**82 s10** for sale with a fully built and fresh 385 stroker. Forged everything flat tops. Built 902 vortec heads on an 010 block. Masive cam and everything that goes with it. Beautiful fuel system.No expense spared. All receipts for the entire build along with photo proof of everything. Truck is awesome and turns heads. Sounds nasty and pulls hard. If seriose contact for more info. Too much to list. The power train is solid as it could be. Arp everything. Less than 10 000 km sonce built. Have 16k into it. Looking to get 11 obo. 403- 978-2336 S1

**1965 Chevy Nova**, 2 door hardtop, pretty solid and original, original 10 bolt diff, floors are nice, great project car or drag car, everything in the pics is what the car comes with, \$2250 or best offer, located in Camrose 780-781-5493 J1

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**1957 Chevy NOMAD**, LS3 engine L460E auto trans, GMP parts harnesses engine & auto GMP parts ECM ,TCM.it is the GMPP hot rod plug and drive from G.M. Dakota digital gauges, tubular A arms, retro sound radio with blue tooth, Patriot headers. 60.000.00 OBO  
Phone Calls only to Hans 1-780-722-7294 M2



**NOVA pro street** US car set up for BBC 2 speed glide, weld wheels, disk brake conversion, Big ladder bar 9inch 33 spine axles ,4.56 gears, spool fuel cell , 90/10 shocks, bolt on 4 inch cowl hood lots of new oem parts needs lots of finishing call for more details 587 999 4161 15000\$ firm A2

**Altered 125" 27T**, 355 Dart, Dart heads, Grp, Ross, Comp, Enderle Bird, 671, Glide, 9", 4whl disc, Xtra parts; Rearwing, heads, sb headers, radiator,, delay box, new 14 x 32 MT's, All drivers safety gear, Fresh 6.0 cert, Best 7.37@181mph , 2008 Mirage beaver tail trailer, Low miles, Top end apart for your inspection, Cage is designed for a medium driver, \$40k, call Bill 778-317-5581 S1



**1968 promod Camaro** mcamis carbon body 25.2 double frame rail built by rh race cars ,540cid bbchev twin 91mm turbos on billet 10.200 block,Brodix 1803 oval ports jesel shaft rockers,.937 bushing lifters,all the best parts,rossler 3spd pro-mod trans ,mark williams modular 10 inch diff,toms billet 3rd member,precision co2 shifter,Bs3 alcohol fuel injection with all options,racepak dash,16volt braille battery ,Penske rear shocks,dual Simpson chutes,34.5 promod tires on 16 inch double bead locks ,Hoosier tires,tons of spare parts ,has been 3.98 at 197mph with only 45psi boost! 120k, Serious inquiries only ! Text 250-470-2195



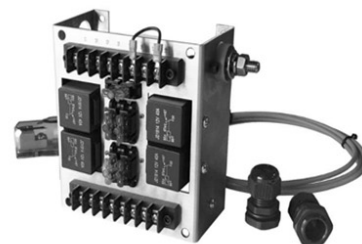
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Chevy Hemi  
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10. MSD Billet Oil Pump Drive ..... **\$173**
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**1986 Mustang Notch.** No engine or trans. 7.5" rear. It is a project and definitely not rust free but is a complete car with good shock towers and torque boxes. Was registered and driven in 2021. Needs drivers side floor, drivers rocker and a repair in the front part of the rear quarter. Also needs a little work on passenger rear quarter where there was a previous repair done. Roof was mint until I ran it into the garage door on the hoist and put a small dent in it the other day. Comes with 2 extra sets of usable doors. Text only please. I work rotating shifts so I may not reply right away. Cell 403-357-4440 D1

'62 Strato Chief Safari wagon. NO drivetrain. Better than average body- usual rust, but restorable. Interior is there, but far from mint. NO pictures- come have a look. Missing trim and headlights inside car. \$1500. firm. No trades needed, thanks. CALL for more information. 403-341-3708 D1

1969 Pontiac GTO, 90% complete, original gold on gold, 400 automatic, original engine block included, 1976 400, turbo 350 included, Edelbrock aluminum intake. Car overall is quite straight and solid other than trunk floor and small patch on drivers floor. Frame blasted and painted, new painless wiring kit, \$13,500, call or text Dale 1-306-940-7229 D1

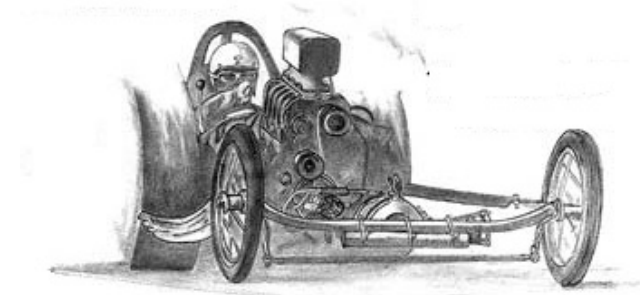


**1970 SPE slingshot** Former T/F car 468 BBC Powerglide 7.50 chassis cert 8 3/4 chrysler rear end 18in hoop with cage that will fit 6'3 or 6'4 driver Will sell as a roller, or potential trade for a bigger slingshot or altered 23K TURNKEY 12 K ROLLER, usd Contact Chris 509-263-7689 for more info m1



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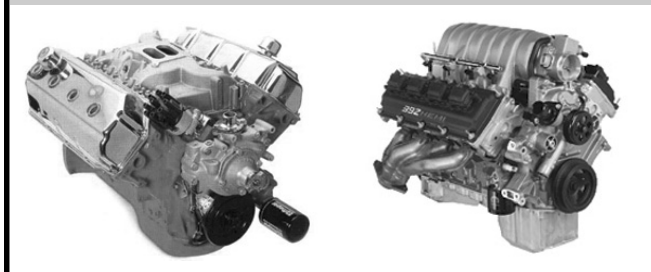
**1940 Pontiac Arrow.** BBC/4L60E. Power windows with A/C and heat. 38,000 miles. Power Mustang front with Ford 9" possi diff. It runs and drives great with no issues. There is no



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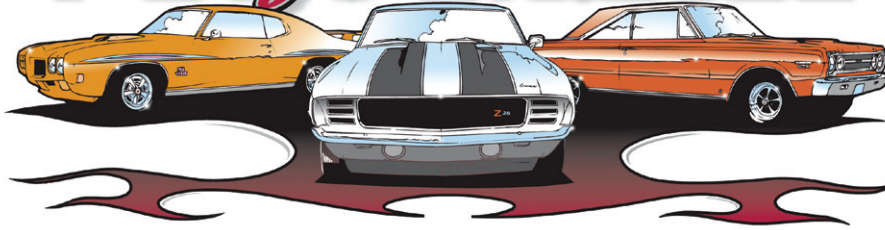
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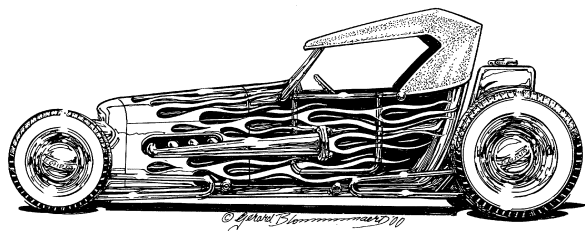
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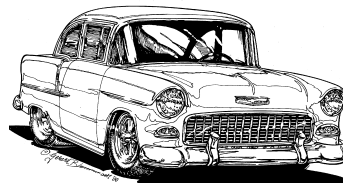


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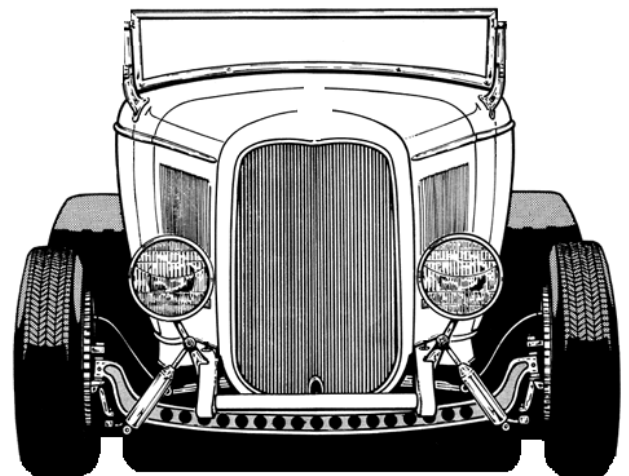
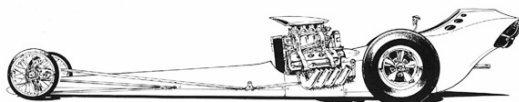


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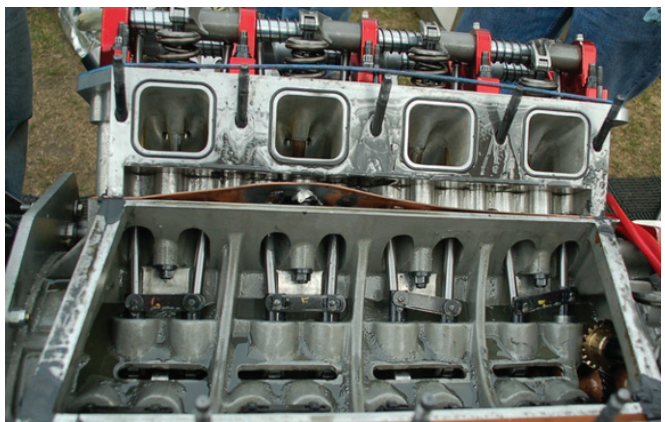


I have been racing supercharged alcohol and nitro cars over 40 years, and have never had more than \$20k to spend for the season, most of it coming from my pay check. From day one, we have had to manufacture and repair a lot of our own parts, without that ability we just couldn't afford to race. Of course, there are parts that the average machinist just can't make, or at least it just doesn't make sense.

Billet crankshafts are precision machined, ground and heat treated to withstand the abuse of huge horsepower, torque, rpm and tire shake, so they are best made by the professionals. We get them checked for cracks at least once a year. I have driven over a few broken cranks at 200 mph; not a good feeling! I have done a lot of research and experimentation with connecting rods and bolts, and have found hands down that MGP are the best. Other brands have produced broken bolts and stripped threads. We have had rods shatter into a hundred pieces on the starting line, just while Nathan was staging. After conferring with some of the other racers, I found that they had the exact same problem multiple times, so I will never use that rod again.

When I examined the broken pieces I saw obvious layers of aluminum that broke off in "steps", so I'm thinking it was cheap material. More and more racers have started dabbling in their construction though, some might be very good, but I will stay with my MGP's for now. It is a really good feeling knowing that the rod itself isn't going to cause an engine failure. Engine blocks started out as fully stock cast iron production parts in the 50's and 60's, then guys like Milodon, Keith Black, and Rodeck started casting them out of aluminum in the early 70's.

The purpose was to shed some weight and to withstand the stresses better than cast iron. When nitro cars started making more power than the brittle iron could handle, the main webs of the block would crack, allowing crankshafts to start dropping out of the bottoms of engines, a scary situation for the driver, a big ordeal for the crew, and a big cost for the owner. Currently, just about every block in competition is precision machined by a computer controlled milling machine. Production versions are nothing short of works of art predominantly made by Brad Anderson Enterprises and Alan Johnson Performance (TFX). Cast Aluminum Cylinder Heads came out about the same time as the aftermarket blocks, and solved some major problems over the cast iron versions.





Hemi heads were extremely prone to cracked seats and broken combustion chambers, resulting in many of the huge blower explosions seen in the 70's. When I was 12, my dad taught me how to service the cast iron head. We only ran 200 lbs spring pressure on the seat back then.

The cam was only a low lift flat tappet style though, so it didn't need a bunch of spring. I don't think we understood the importance of returning the big stainless valves quickly, perhaps more spring pressure would have helped even then. Nowadays the intake seat pressure on our nitro funny car exceeds 500 lbs running a titanium valve, alcohol cars are anywhere from 600 to 800. I remember spending days porting and polishing the cast iron heads off our top fuel car, just to have the seats crack only a few races later.

We were always looking for more castings, I think the junk yards were starting to run out. The first aluminum heads didn't offer much of a performance advantage, but then 2 people, namely Brad Anderson and Ken Veney, started building heads for their own race cars. They were each able to develop cylinder head/port designs that made them quicker than most others in the class. A lot of others, including myself, built cylinder heads too, but if you didn't have a Brad or Veney setup by the mid 70's, you were not likely going to win. The basic premise of cylinder head development was to straighten out the ports to allow higher volumes of fuel and air to flow into the cylinder, and to get the exhaust out just as efficiently. Veney and Anderson used different methods to achieve the technologies; the obvious change that they both clued into was to make the head thicker, taller, fatter.

This allowed the ports to be aligned for better flow, which was way better than the flow when having to bend around an almost 90 degree corner to get to the piston, then back around the same type of "corner" to get into the header pipe. The difference between the two designs was basically the chamber size, Brad went with a very small volume of 93 cc's, Ken almost double (176 cc). The stock combustion chamber was 172, which fit the conventional piston nicely.

The Veney piston is very tall; it fits right up into the large chamber. This maximizes the quench area, which in my experience, makes the blown alcohol motors run real fast. The quickest I ever ran back in the day was when the dome of the piston would bump against the chamber at 9000 rpm, polishing it up nice and shiny. The disadvantage was that the piston was thick and heavy, not something you typically strive for. There were a lot of racers that ran very well with this combination however.

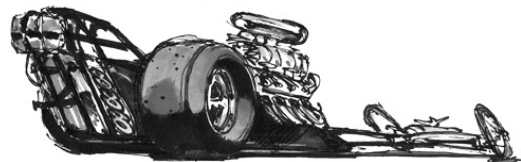
The BAE combination allowed a very light piston, and a better flame front due to the flatter piston and the smaller combustion chamber. Both types of heads, due to their increased thickness, have extremely heavy valve trains, and pushrods that are in the 12 inch range for length. You would think that this would limit the rpm's, but they are pushed to near 11,000 rpm regularly.

Over the past 5 years or so, the rocker technology has gotten very good, so now the alcohol guys can buzz these motors to 11k with little risk of breakage, as long as they replace the parts about every weekend or two. A lot of racers, myself included, were building their own injector hats in the early 80's. The only commercially available units were "bug catchers" or "bird catchers" which were relatively small compared to today's standards. The injector I built had 4 square butterflies equaling 54 square inches which dwarfed the bug catchers' 21.

It worked real well too, I won the Canadian Division championship with it. Of course, most fuel systems are bought off the shelf now as there are all sorts of options available. The chassis itself has made a big transformation in recent years. From the early 70's until just 10 years ago, most chassis, both funny car and dragster, were built by professionals for all the big teams. I started building my own dragsters in 1987 because I couldn't afford to buy one. I learned how to do this by watching a DIY video and purchased a tube kit supplied by Mark Williams. I got good at making aluminum body panels and even made my own rear wings for a while.

All the multi car teams build their own cars now, which gives them the ability to customize them to fit their needs. This also allows them to construct the chassis, or many of them, at their own pace, and without having to wait on someone else's schedule. It can't be too good to be trying to run a chassis business any more.

*Ken*



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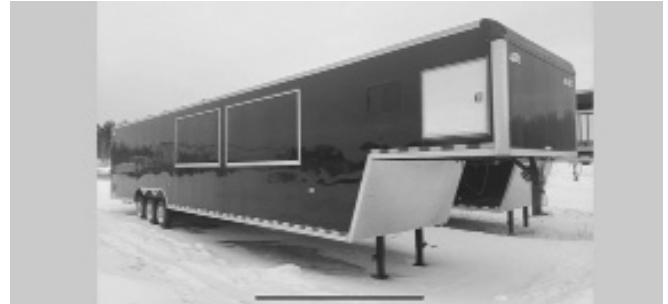
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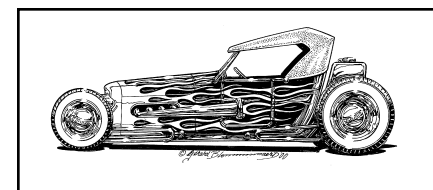
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