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**JANUARY 2023**

**Volume 28, Issue 1**

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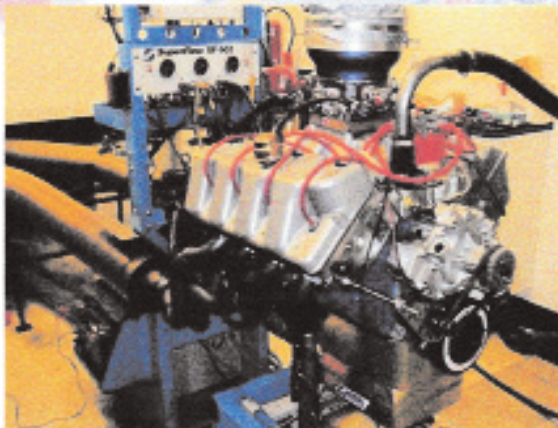
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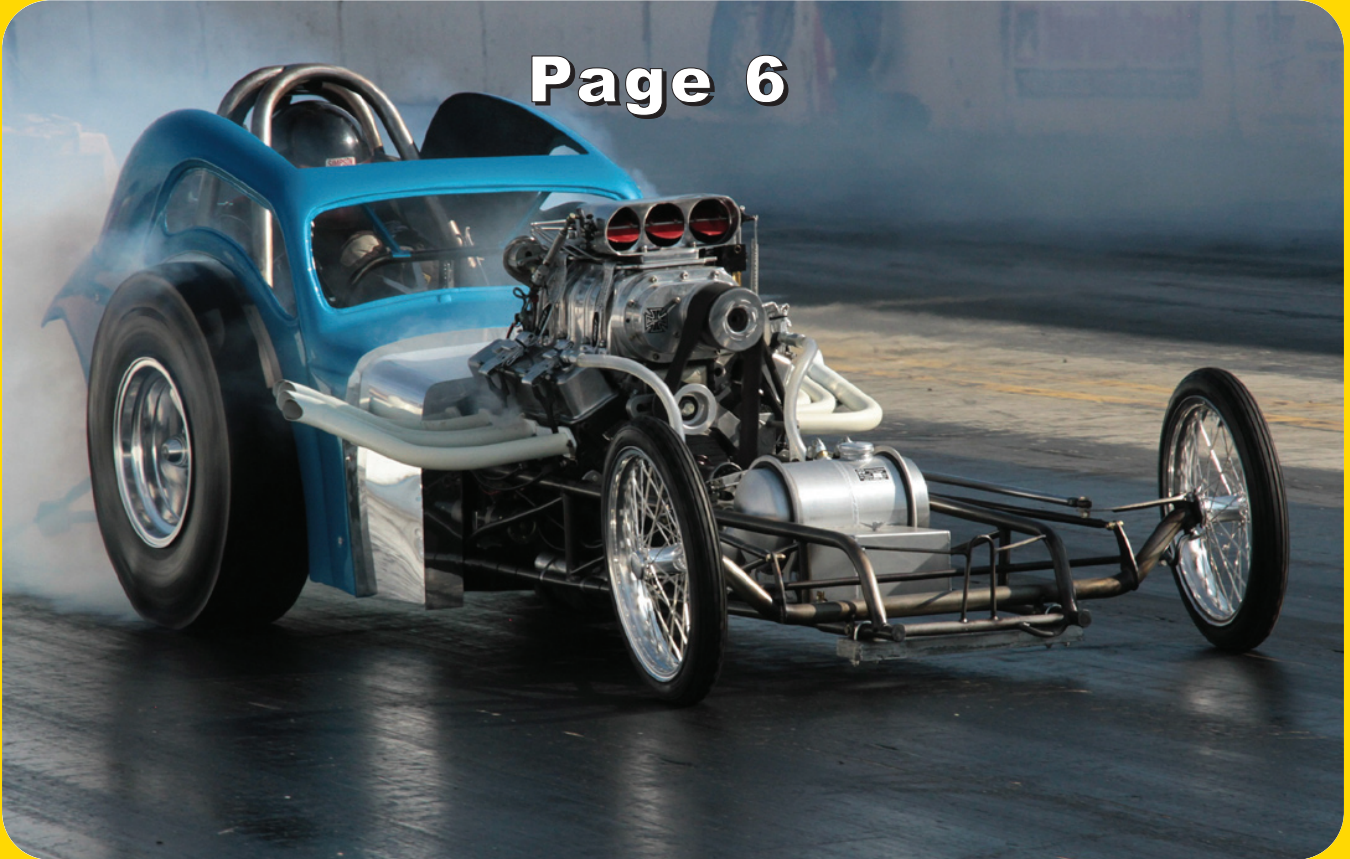
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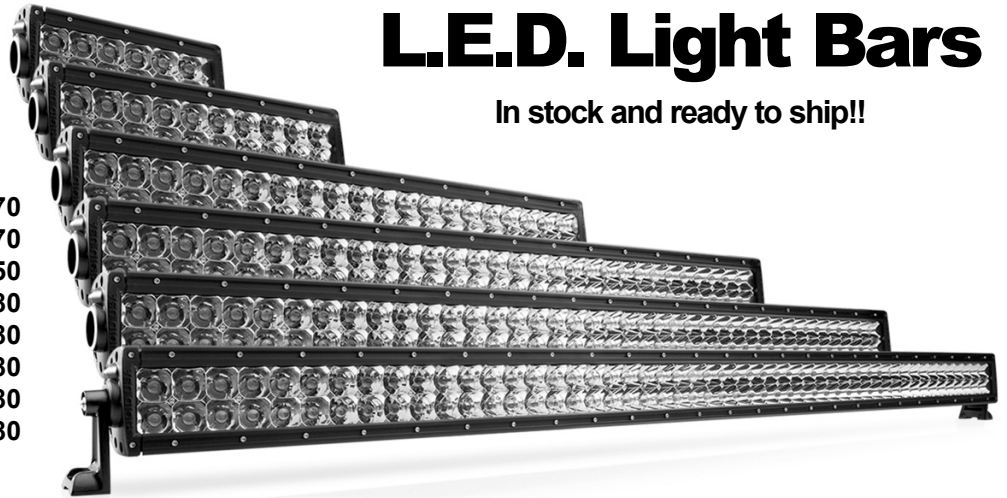


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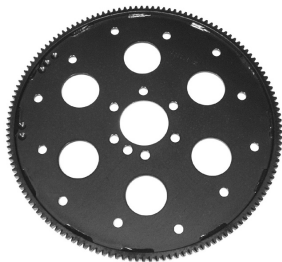
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## TWO-TIME PRO MODIFIED CHAMPION STEVIE "FAST" JACKSON SIDELINED FOLLOWING NECK SURGERY

EVANS, GA. - Two-time NHRA Pro Modified champion Stevie "Fast" Jackson underwent surgery on Monday, December 19, 2022, to repair damage to his neck following multiple high-speed crashes dating back to 2008. Doctors have said he could be sidelined for up to six months while healing.

"They went in there and reconstructed my spine, basically," Jackson said from his home in Evans, Ga. "A portion of the discs had moved into the spinal column and compressed the spinal cord. They went in there, took the discs out, grafted some bone, removed some bone, fused some bone, put in a titanium cage, screwed me together."

Jackson admitted he has been up and about since the procedure and said it didn't take long to realize he's not as invincible as he thought.

"Four days removed right now, right now it feels like I've been in a fight with Macho Man Randy Savage," Jackson admitted.

Jackson said he'd had a clue for the last decade or so that he was more injured than he was willing to admit. During the 2022 NHRA Lucas Oil Nationals in Brainerd, Minn., he could no longer ignore the situation.

Jackson still tried to avoid having surgery. He went to doctor's appointments and even did physical therapy. Nothing seemed to fix the problem leaving him with no other alternative but surgery to repair the damage.

"I started having a decline in motor skills, and reflexes on the right side of my body, to where, when you check your reflexes with the little hammer, and your left leg jumps far, but your right leg barely moves, that's kind of a bad deal," Jackson said.

Jackson had developed a regimen of pain management over the years, even after his crash in 2018 during the final round of the NHRA Four-Wide Nationals, which revealed he'd further aggravated his pre-existing injuries.

Jackson admits he's been tasked with challenging scenarios throughout his career, but remaining idle while his body heals might be the toughest he's ever faced.

"It's killing me, man," Jackson admitted. "Everybody's planning, going to run at US Street Nationals and all these other races coming up, and I don't know when I'll be back in the car.

"The doctors gave me a 90% chance of full recovery. That's really good as long as I follow the steps they want me to do. I'd much rather be out of it for a while and then get to come back and be as good as I was than to rush back into it and have to do this again."



### VOLUME 28 ISSUE 1, JANUARY 2023

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## Nitro Revival

## Doug Adams

Greetings Quick-Timers! I'd usually start out with, I'm back at the ranch after a trip to, insert location here. But, as it stands I haven't gone anywhere since early November. With the Hot Rod Reunion and Nitro Revival just several weeks apart, I accumulated a bunch of material for these upcoming issues. Normally, I'd just be getting back from the Mooneyes Christmas Show but as of last year the dates were pushed out until the end of January making it the Mooneyes New Year show. I can't wait to go!

This month takes us to the home of both Nitro Revival and The Mooneyes Show, Irwindale Raceway. On the first weekend in November Steve and Cindy Gibbs rolled out the red carpet for the living museum that is Nitro Revival. This year marks the fifth installment of Revival and the third time at Irwindale Raceway.

Nitro Revival has taken the torch that has all but been extinguished by the reunion and stoked the flame back to its former glory and brilliance. Racers, Cackle Car owners, fans and friends from across the country, including Canada flocked to Irwindale for this nitro fueled extravaganza.

The mere fact that people would bring their cars from far and wide just to put them on display and fire the engines speaks volumes to the love and respect they have for Steve and the whole revival family.

My friend from Connecticut drove down to Virginia and joined the guys from Lynwood Welding, who were towing out with their original dragster. Paul Brown was out from Chicago with his Dougs Headers Corvair flopper and Dave Inglis made the trip from your neck of the woods with his dragster, the list goes on!

The weekend started on Friday and it was a pretty casual day with participants getting settled in and unloaded. The gates opened at noon and before long things started to pick up. You never know what you're going to see at revival. I thought seeing The Snake and Waterbed Fred Miller checking out the Yeagle dragster interesting. The two were pretty focused as they stood by the car. Paul Rossi told me that he wanted Snake to get in the car and do a burnout. Was Snake sizing up the seat once occupied by his friend and arch rival The Mongoo\$e or is he planning a cackle car of his own?? Other than participant arrivals there was nothing planned during the day on Friday. Unlike last year the cars weren't allowed to fire-up on Friday at all. I never got the story on that, maybe a city thing? In the early evening the In-N-Out Burger trucks rolled-in providing dinner, burger, drink and chips for \$10!

Friday evening culminated with an award presentation to Geno Gastellum and a memorial service, hosted by Jack Beckman, honoring two titans of the quarter mile. One man known for his mechanical skills and one for his vocal prowess, Bill Schultz and Dave McClelland.



## Nitro Revival

Dave was the voice of the NHRA for many years. The most memorable for me was the time he spent at Diamond P where he and his long time friend and co-host Steve Evans brought NHRA Drag Racing into our living rooms. Bill Schultz had the Midas Touch when it came to tuning a race car. Bills crew chief skills found him in the winners circle with many drivers. I can recall Bill tuning for, Al Segrini, Dale Pulde, Mark Oswald and Tom The Mongoo\$e Mcewen! Bills Over The Hill Gang cars were always a force to be reckoned with.

Another notable mention was the passing of Tom Hoover. Tom passed just days before revival and was on everyone's mind. His family and crew brought his famous "Fish Bowl" dragster out as a fitting tribute. Tom is also remembered for his long line of "Showtime" funny cars that he campaigned over his storybook career.

A lot of great stories and memories were shared during the memorial but the one that stuck with me was a quote from Big Mac as told by his son which was " don't let the facts get in the way of a good story"! Words to live by, thanks Mac! Ill go from one famous quote to a quote from Almost Famous, when the groupie girl waves her hands above her head and says "it all happening". That was Saturday at revival! It was an overload of sight, sound, racing legends, push starts and racing all topped off with The Line of Fire start-up and fireworks!

## Doug Adams

It's no secret that I have a soft spot for drivers in vintage nitro safety gear. Photographing drivers wearing an open face helmet, fire mask and goggles just has a way of taking me back to the era that I missed and taking a photo that's timeless is always a fun challenge. And with over seventy vintage nitro cars on the property it was a target rich environment. Once they started firing up on Saturday the fun began.

Now, keep in mind, as the nitro cars are firing up there are cars going down the track and a star-studded autograph session taking place, you really don't know which way to turn. Everywhere you looked there was a little something of some sort of significance going on. How about Sush Matsubara's grandson standing with the original, unrestored Mondello and Matsubara fuel altered Topolino. He's gathering information and plans to restore the car to its original glory.

Aside from all of vintage nitro powered machines and various other classes of race cars there was a pretty stout contingent of gassers. I know you have probably seen it in photos but witnessing Rick and Terri Osburns 38 Chevy pick-up standing up on the back bumper was pretty amazing. It was an incredible weekend all around and I cant wait until next year!

Have a Merry Christmas and a Happy New Year! I'll see you next (year) month with Sportsman coverage of the California Hot Rod Reunion!

*Doug*







# Nitro Revival

# Doug Adams

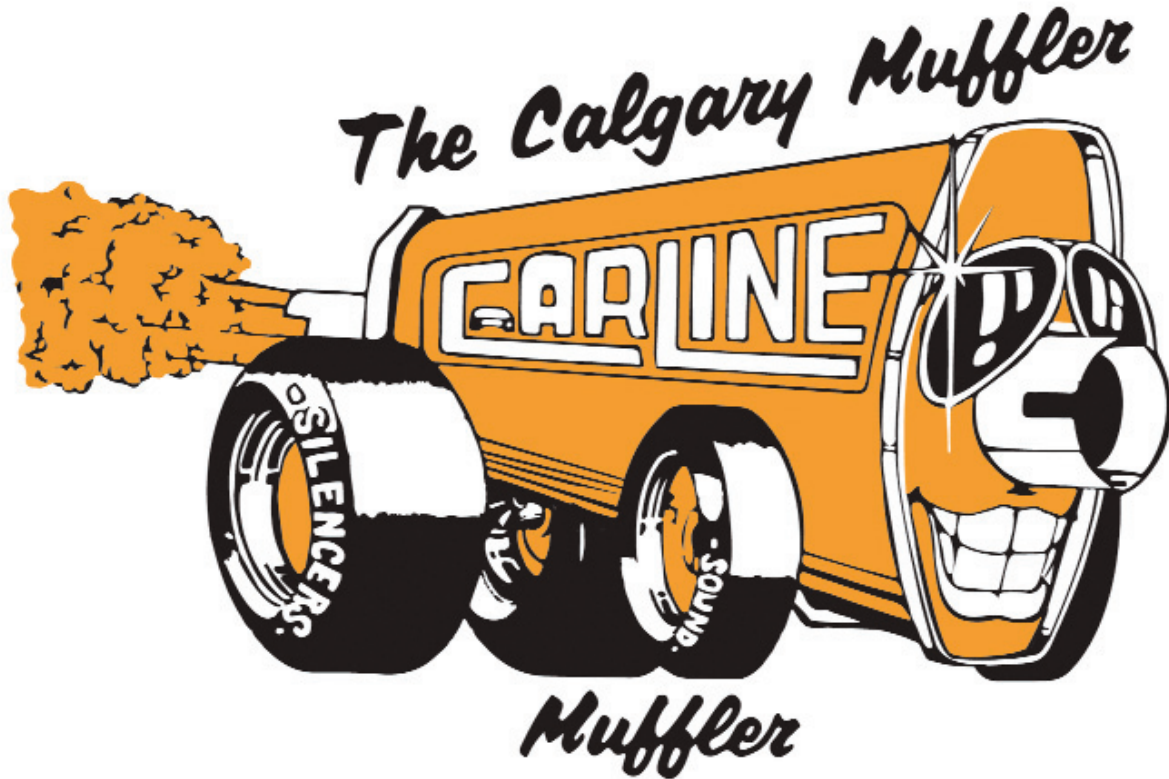




Nitro Revival

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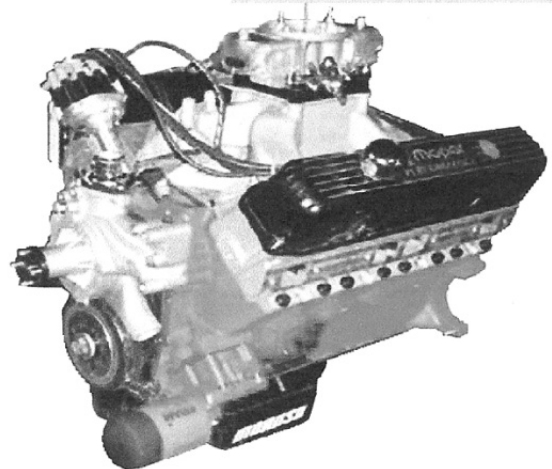
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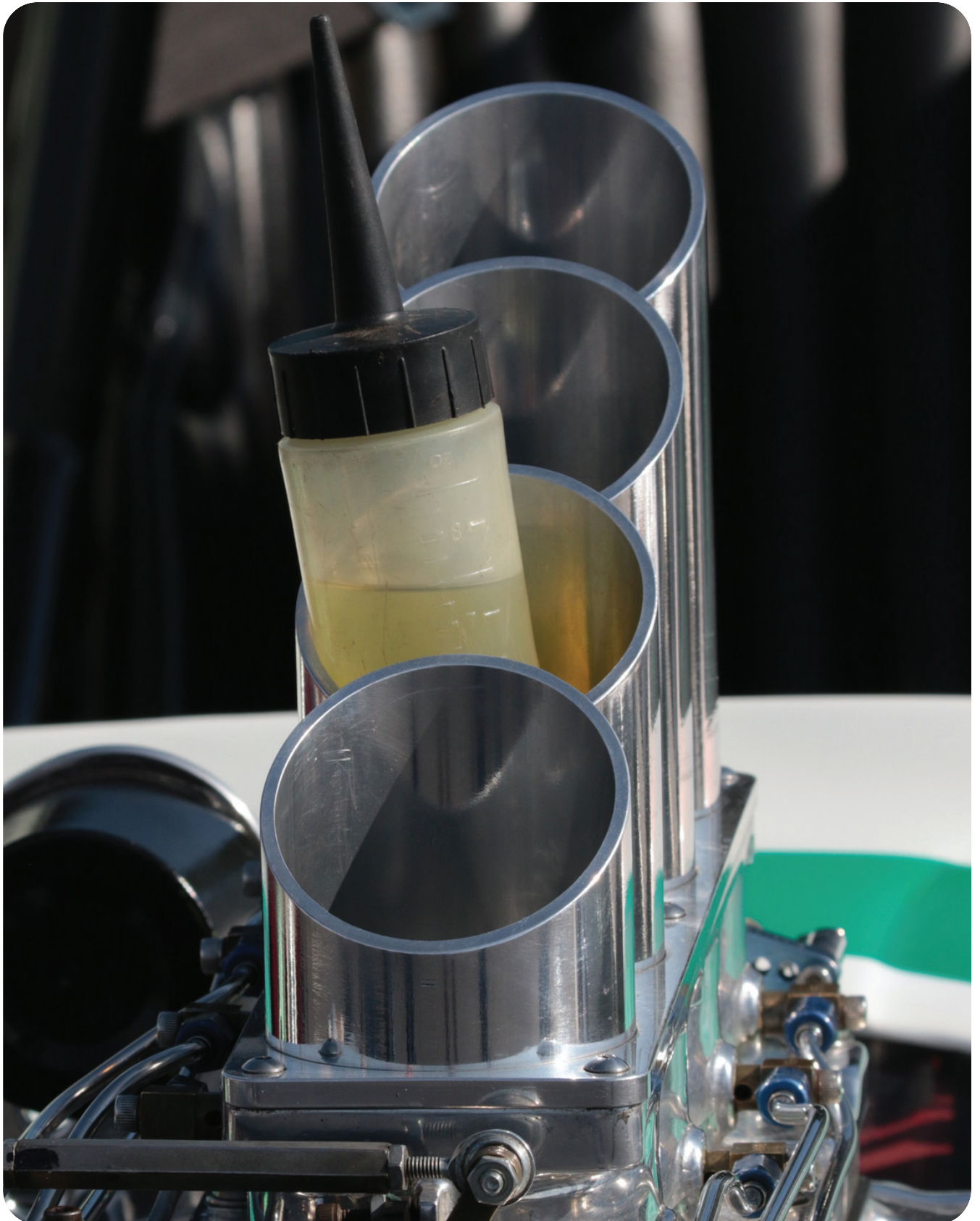
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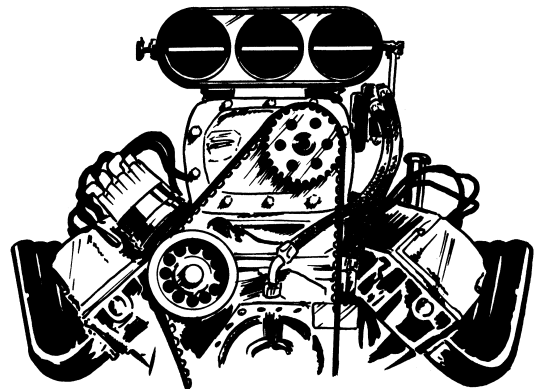
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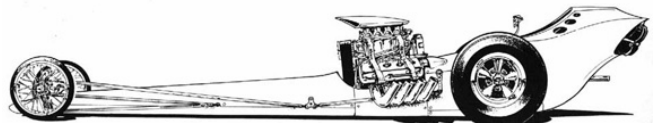
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Need a center section or just a Posi Trac or a spool 742 carrier but would look at 489 too Would really like a complete center with 4.56 or higher 30 spline stock axles Call 403-350-7051 J1

Powerglide 8", Turbo spline. Stalled @5600 in 750-825 hp BBC \$450 Cdn. 403 888-9900 J1

Saldana radiator with derale high output dual 12" fans. Radiator is a dual pass, inlet(1.25")/outlet (1.5") on passenger side. Has temp sensor and rad cap. Overall dimensions are 32" wide, 18" high x 7" thick(including fans) Derale fans are not even a year old. Radiator is 3 years old, with very little use. Changing my rad/intercooler stack and this won't work for me anymore. New it's roughly \$1500 \$750 403-358-9100 D1

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

	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	
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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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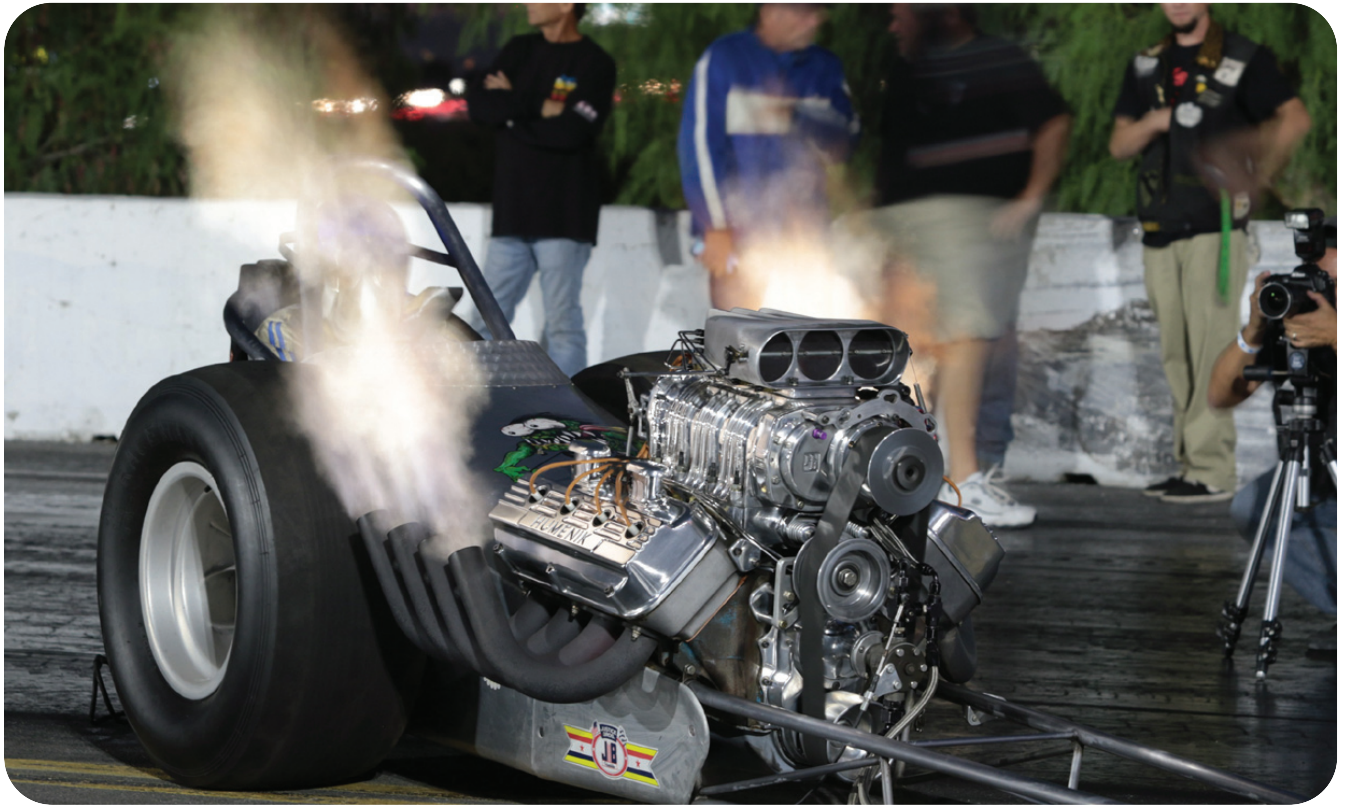
# Nitro Revival

# Doug Adams



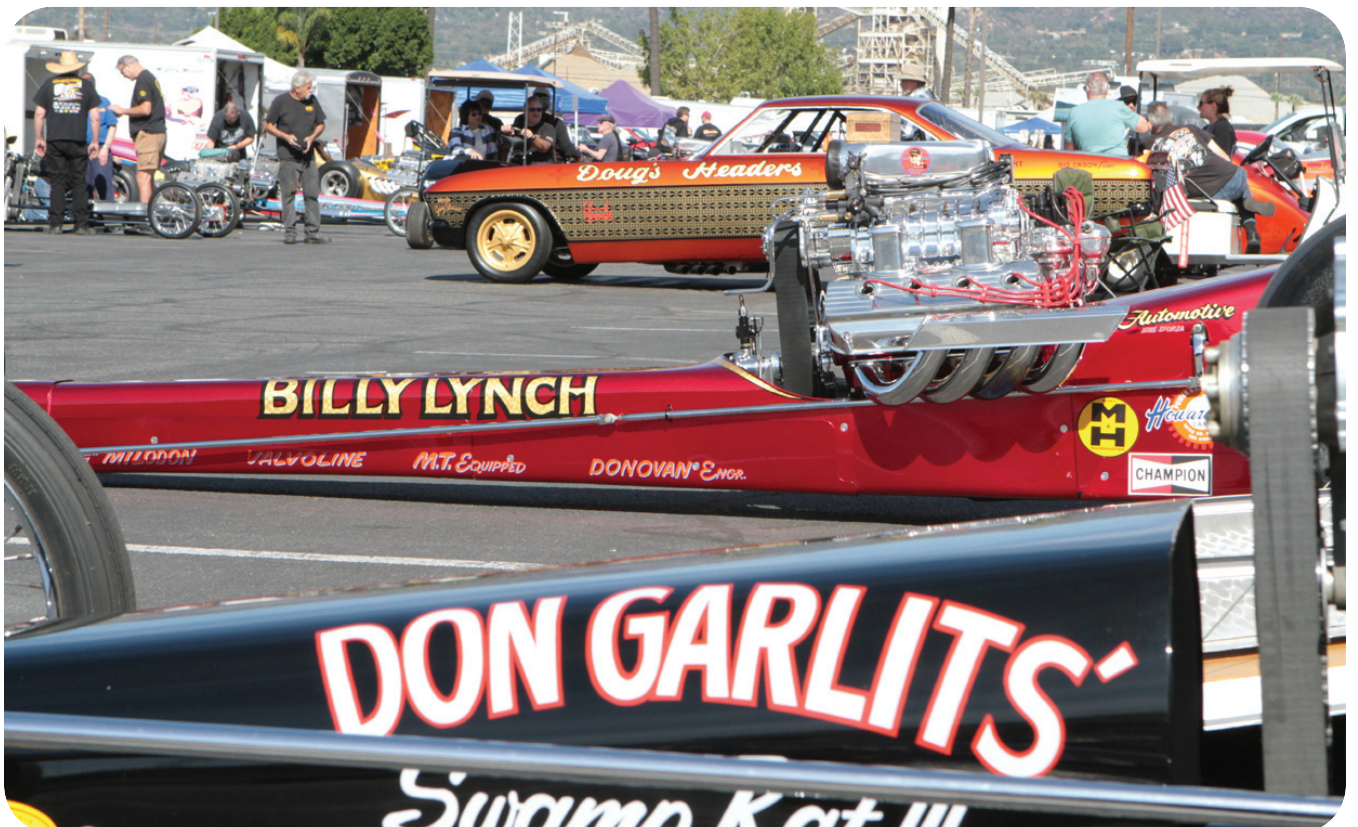
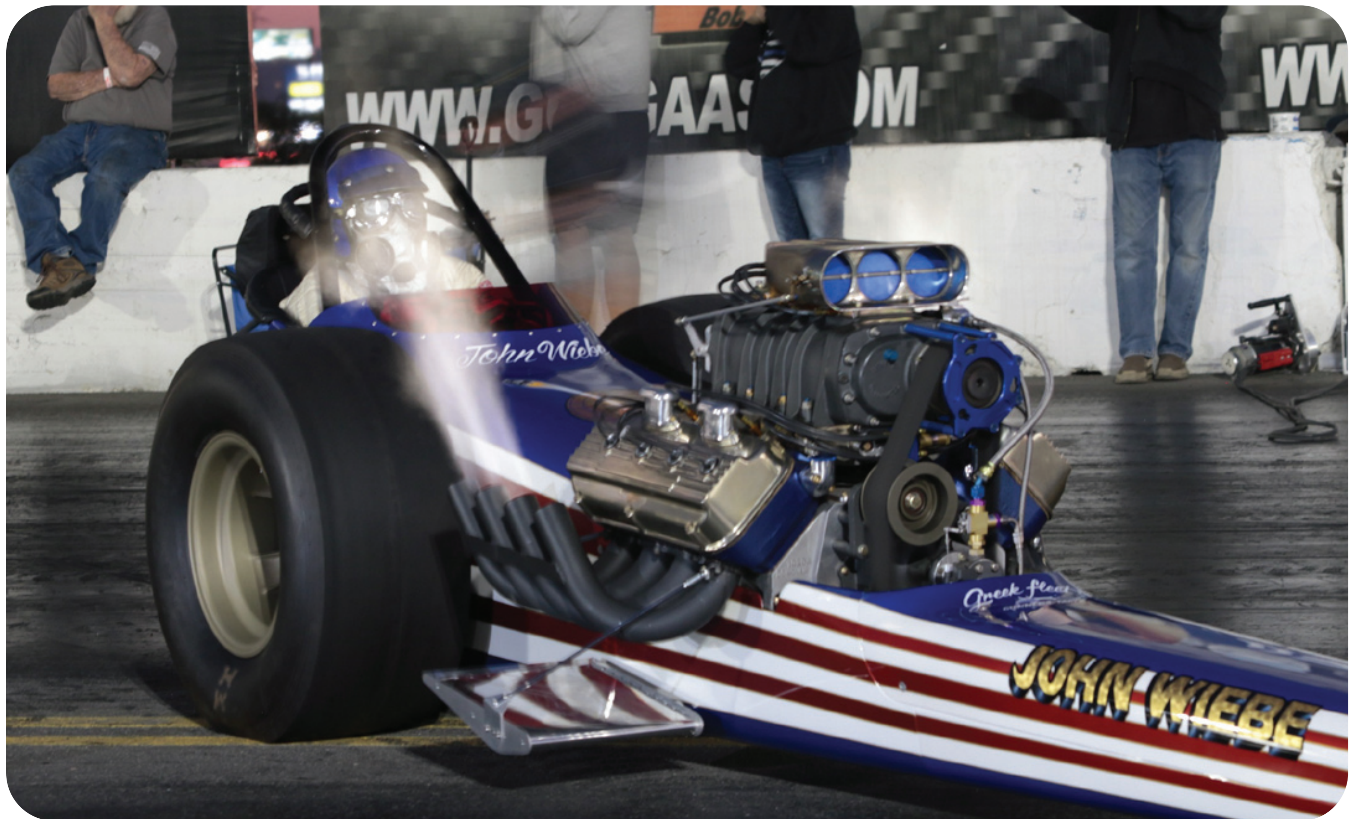
# Nitro Revival

# Doug Adams



Nitro Revival

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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

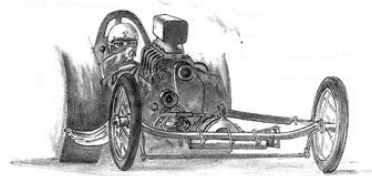
A set of BB Chev tall deck spacer's so you can put a car intake on. Oval port but can be modified to Rec port. \$100. Located in Lethbridge 404-308-1730

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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Cell is 587-217-2957

J1

MW 9.5" Center Section with 3.70 gear Light weight Pro mod, 1480 Yoke, RP sensors \$1750.00USD Brand new never used Braile 16v lithium battery with charger \$1550.00 USD Pit Pal Spark plug caddy 48 plugs \$60.00 USD Pit pal work tray rad mount \$40.00 USD Dedenbear Lighting Plus delay box \$120.00 USD Push rod holder \$40.00 USD Spark plug wrench / Gap tool (Allstar Performance) \$125.00 USD BHJ Torque plate for 5.3" BS Model GM5300SW-R-S-AL-T \$400.00 USD Spark Plug cutter set \$120.00 USD Nitrous bottle bath (water heater) \$225.00 USD 2 - 20" Fans, work great  
PRICING IN USD, CAN PAY IN CANADIAN with current exchange rate. Buyer deals with shipping Located in Spruce Grove AB. (780) 974-6640

J1

Impact 3-2A/5 jacket and pants size M excellent cond. \$275, Impact helmet support \$30, New Afco 22095 chrome springs 2 5/8 \$100, Morse push or pull cable 5 feet 10-32 ends \$40, Flush mount fuel cell cap \$ 50, Hawk DT-30 brake pads for Strange brakes\$60, Semi metallic HB 267 pads for Strange brakes \$60, Digital Delay Little Wizard delay box \$325, 14 BBC Std. bore solid roller lifters \$150, CRV billet remote oil filter mount \$130, Window net \$25, New Strange strut cap S34020 \$20, Moroso 2 1/2 inch billet aluminum v belt crankshaft pulley #23520 \$40, MSD wire retainer for Ford HEI large cap \$10, Assortment of mostly Earls fittings and lines -3 to -16 some new \$250, Jegs polished aluminum rad cover #52090 \$20, 20 MW flanged lug nuts 5/8 -18 \$ 60, MSD #7551 launch rev limiter with new cable \$125, New Pro Systems wide open throttle nitrous switch \$30, 1968 Ford wagon tail light \$60, New Tim Mcamis carbon fibre hood scoop plug #1271P \$40, New Trend pushrods one 1/2 x 9.7 long x .200 and one 7/16 x 8.925 x .165 DBL taper. 16 header bolts \$20. Moroso 65803 Dominator carb cap \$20, Impact 3.3/5 shoes size 8.5 show some wear but usable \$40. New Pro Systems SV1 air filter mount \$25. Items will be deleted when sold.  
Call one 306-250-3317

J1

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

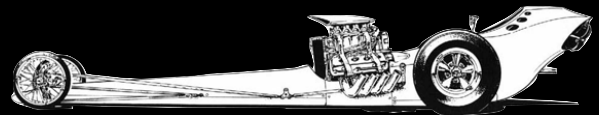
N1

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

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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

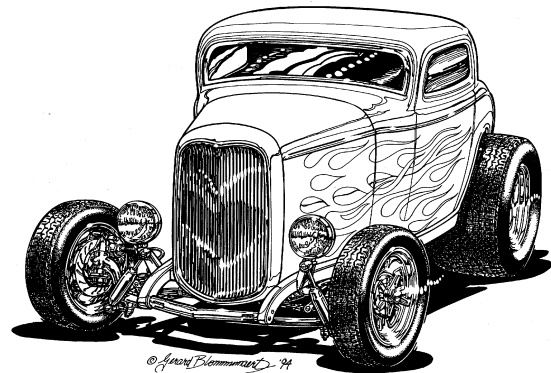
A1



**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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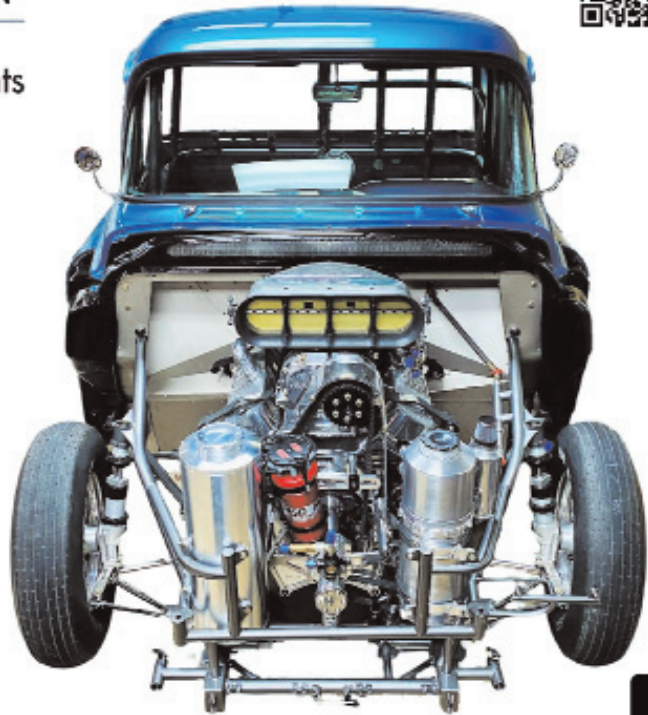
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**2006 Halfscale soft tail jr dragster**, turn key car, tons of spare parts plus a pair of stand, warm up stand, starter, tow dolly, car cover, drivers suit, spare MT slicks and more. It has a 7.90 blossom engine with shock wave clutch and mychron 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 leaves 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, fibreglass 1 piece body, tube chassis, Ford rear axle, 16" Weld wheels, gauges, shifter. Set up for SBC/350, Comes w/headers as well...\$8500 Call Don 403.872.0250 S1

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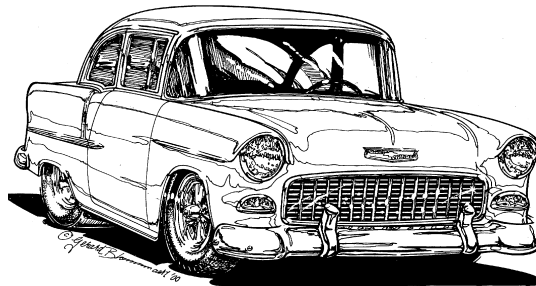


**Pro street Acadian**, 565 dart block bbc, turbo 400 trans with brake, 5500 stall, fab 9" diff with 4.56 pro gears, fogger nitrous system just installed, engine and trans are recently refreshed, far to much details to write here, call or text for more, 780-870-1724 the car is Alberta registered. 42k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



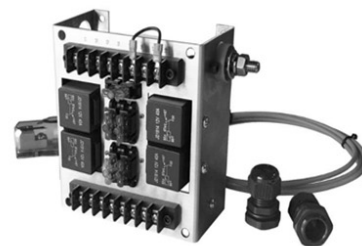
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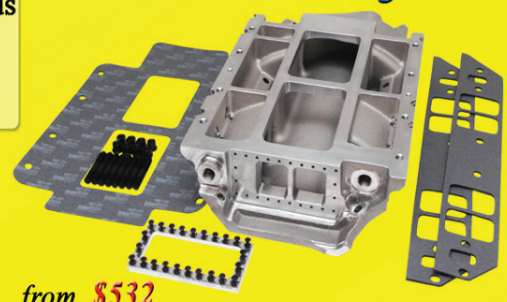
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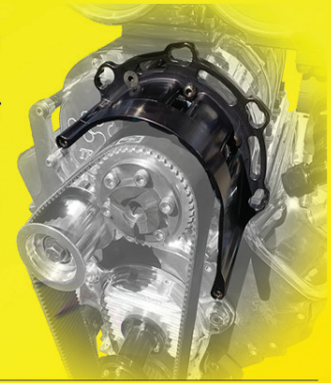
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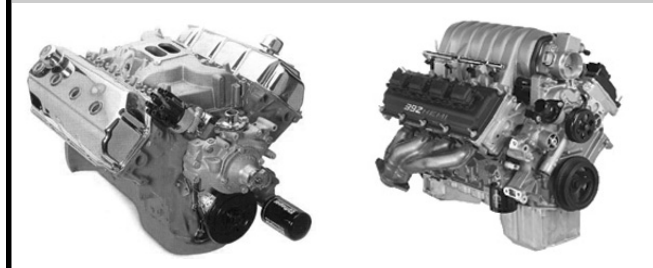
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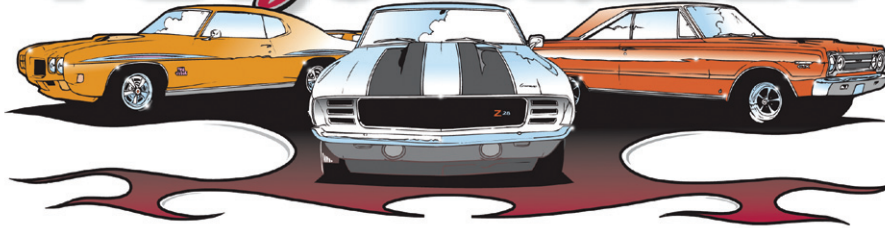
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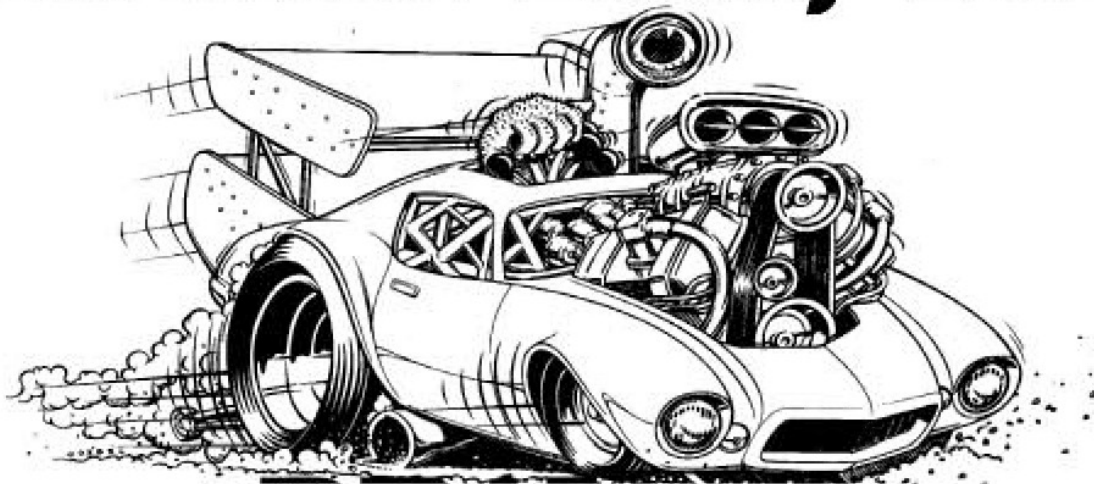
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# MARCH 25th, 2023



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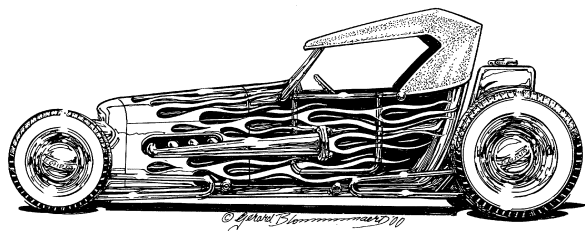
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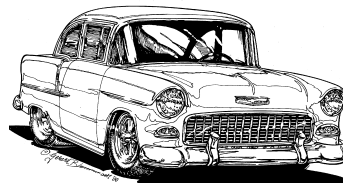


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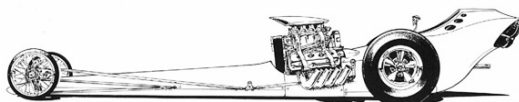


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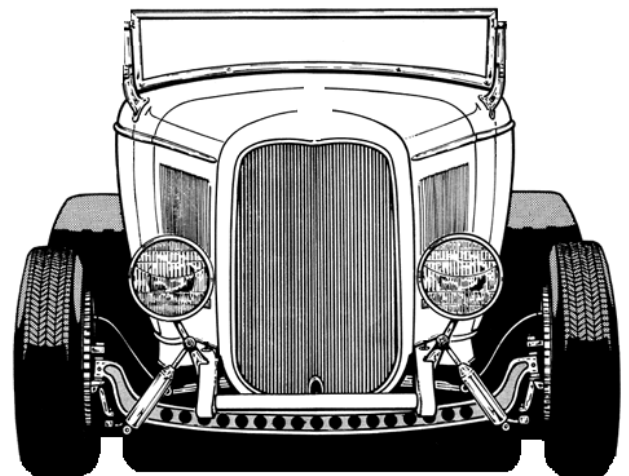


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# Nitro Tales

Ken Sitko

I was in my 20's during the 1980's and I was having the time of my life driving, tuning and building my top alcohol dragsters. Chasing World Championships and travelling all over North America was amazing.

I never gave any thought to what it would be like to get old. I was too busy thinking about first round, worrying about whether I would cut a good light, and whether I would make the right decisions on the car. That is all that mattered at the time. I can order off of the Seniors menu at most restaurants now, and a lot has changed from 40 years ago that I hadn't even considered. The biggest change came over 15 years ago, when seemingly overnight I developed severe anxiety and depression that manifested in a life threatening condition, all in a span of 24 hours.

I didn't see this coming at all. I was 45 years old, and was still going as hard as ever, in my racing and at work. I was a perfectionist, and I loved inventing new products that worked great. I could get all this done in record time, while balancing all my other tasks as well, it didn't seem like anything could stop me. My rehabilitation was slow, but I slowly got back to normal until, at 52, I had another relapse, this one could have been even more serious if not for the help of my friend at the University hospital. Since then, I have slowed down, and I know it's a cliché, but I appreciate what I have now, and realize how fragile life is.

Back to my younger days, life in the 80's was magical. I had started driving my dad's old top fuel dragster only a few years before, in 1977, when I was 16. After a few years learning my craft, I became a pretty good driver by 1981, when I won the NHRA Canadian Division Championship. I also got married that year, and started a family. By 1983, I was driving, tuning, and wrenching on Brad Ennis's Arctic Traveller. We won just about every race we went to in those 3 years, including 2 AHRA World Finals Titles, a National event in Palmdale, and World title in 1985.

Things seemed to come pretty easy, I learned later that you have to relish those moments, as they are fleeting, and hard to re-create. One thing that I didn't realize at the time is that success raises expectations, so anything less than winning, or even domination, feels like a failure. A lot of people think that I have had a very successful racing career, and I admit I had moments, but I most often think about the failures and dis-appointments.





In 1988, 2 years after Brad passed away, I built my own TAD, which was quite an achievement in itself. I got my feet wet in the chassis business the year before by building a super comp dragster. I didn't even consider that I was capable of doing it, but I was a machinist, and a welder, so I accepted the challenge. I was happy with both cars, and even though I had driven a very nice dragster built by Don Long my first few years of racing, this car drove like a Cadillac, it was so smooth, and hiked the wheels up on almost every pass.

My partners Bryan Davidchuk, Ian DeLaSalle, and I finished second in the Division 6 points chase to John Shoemaker on an extremely small budget. We weren't as dominant as I was with the Arctic Traveller, but we had our moments. Once we went to Douglas, Wyoming, and nobody had ever heard about us. We qualified 3rd, and were running good enough to win the race. After winning first round with a .011 light, I cut an even better .007 in the semi's, but the other guy (Tim Baxter) found his combination and ran us down. It was one of those weekends, though, that is really satisfying.

From 1990 til 1996, Bryan and I campaigned another new Arctic Traveller dragster. We started out slow, running decent at match races, but by 95 we had that magic happening again. With a roots blower, we were running in the 6.10 range every run at high elevation, when no one else could get under 6.30. We were unbeatable that year and on top of the World.

It is such a great feeling, but as I said before, it doesn't usually last long, and trudging through the mud of mediocrity afterwards is hard to take. By 1999, I had partnered up with Serge Dion. We bought some decent parts, and we able to fine tune our combination to where we were a contender again. We won 2 Wally's and 2 AHRA World Finals titles in the 3 years we were together, that's a record a lot of people would like to have.

I often wonder if our drag racing heroes experience the same let down I did after years of being on top. Eventually you age, and you lose that edge, speed and drive that you once had. I know that is one reason that I still race, to try to re-capture the glory. The high is so high, that you just want to get a taste of it again. It is very difficult though when your faculties are not what they once were, and there is a new crop of racers with money, talent and youth ready to push you aside. As you get older you also appreciate the importance of your friends more as well. This becomes just as important as the racing itself.

You don't appreciate any of that in the younger years, I was all about the winning, recognition, and always trying to get the upper hand. Luckily some of the people that I raced against back in the day are still my friends, and it is so nice to sit down and talk to them on a more personal level.

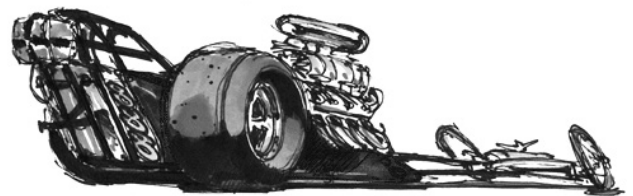
Racing is hard. Winning is hard. If it wasn't, everyone would win, which is obviously impossible. It takes tremendous skill, dedication, concentration, and sometimes luck amongst the crew, driver and crew chief to be a consistent winner. It is rare for all these to come together all at once, and even harder to stay at that level.

So here I am now, already in my 60's. All my friends near the same age have the same aches and pains as me, and I am finding out I am not alone in the depression department either. The idols that I looked up to are in their 70's, and some are dying off already. Like the song says, "I'm much too young to feel this damn old".

I feel like I could still do the things I did in my twenties, but the truth is I can't. I feel great pride standing behind the car now, being responsible for new personal bests, and seeing what great drivers Nathan and Troy have become. There is somewhat of an inner peace that you attain as you age, and while the thought of likely being 3/4 through your expected life span is a little frightening,

It is really great to see friends in a different light, and to realize that we all aren't so different after all. New life sprouting up in the form of grand kids, and watching your own kids become adults, raise beautiful families, and succeed with their own challenges confirms that you likely put them on the right path in the first place, which is what it's all about.

*Ken*



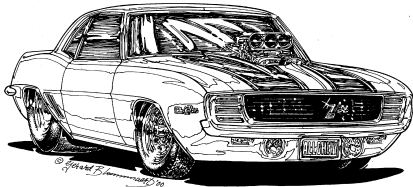
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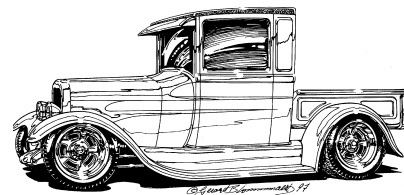
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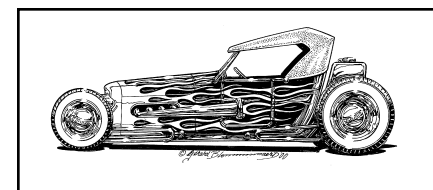
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