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**Volume 29, Issue 5**

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# Drag Fan's Top 12

1. The speed. In every category, of course, but especially Top Fuel: 0-100 in less than a second? 12,000 hp? Stop it.
2. The sound. I've taken six friends to the drag races over the years, and they all expressed the sentiment: "You can describe it all day, but until you're there and you really hear it..." They used words and phrases like, "It's like nothing else" and "I still can't believe how loud it is" and "Why didn't I do this sooner?"
3. The sights. I defy you to find a more visually pleasing sport. It's a colorful feast with the smoke, the flashy colors on the cars, the sponsor decals. No joke: NHRA on FOX
4. The Burnouts. Sure, they're not as long as they used to be, but it never gets old. You know it's coming, and it's awesome every time.
5. The two greatest words in the history of the English language ever smashed together: Top. Fuel. If God drives a car, it's Top Fuel.
6. Track Walks. I've done it once, and it lived up to the hype. The reverence you see in the fans' faces as they bump elbows with living legends makes for a great morning.
7. Drag racing embodies everything great about America: sportsmanship, winning, competition, desire, drive, respect, passion, work ethic, and family values.
8. It's not "man versus machine" but "man working with machine."
9. "Pedalfests!" Some of the most exciting races I've seen had nothing to do with who had the best reaction time or fastest speeds.
10. Speaking of reaction times: .000 reaction times. How?
11. The NHRA slogan: Speed for All. That's badass.
12. Jet cars. I remember seeing my first one at Dragway 42 after a rain delay was over, and they brought out "Shockwave" to make sure the track was 100% dry. Trust me, after one pass, we were back to racing. The car was at the finish line, and I could feel the heat wash over me.



## VOLUME 28 ISSUE 5, MAY 2023

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## March Meet 2023

## Doug Adams

Greetings Quick-Timers! It's been a quiet, wet month here at the ranch. The rain finally subsided in early April but, until then it was record rainfall here on the Central Coast and most California locations. Now, hopefully the rain is over and we can set our sights on car show season and Summer.

At this point I don't know where I'll be in a month or so. My work is completely closing down one of our sites and renovating the other. So, all things considered, I'll either be laid-off or shipped to Florida or Alabama. At this time it's hard to predict or plan anything. I hope that wherever I end up I'll be able to bring you some kind of event coverage in the future.

One thing is for sure, I have some unfinished business from the 60th Good Vibrations Motorsports March Meet at Famoso Dragstrip. Last month I covered the fast guys, the nitro classes. But nitro is just the tip of the iceberg. There were 10 other classes contested over the weekend. Several of the remaining classes, A-Fuel, 7.0 Pro and Nostalgia Eliminator allow nitro burning machines depending on the engine combination, blown alcohol or injected nitro.

Lets get things started with Hot Rod Eliminator. This is a kind of run what ya brung, as long as it fits within the rules, dial-in class. The index in Hot Rod is 8.50 minimum to 13.99 maximum. As I've stated in the past it's not uncommon to see some gas class competitors racing in Hot Rod it gives them a chance to hone in on their respective indexes.

The double-up paid dividends to El Segundo's Jesse Howe. Jesse took holeshot victories in both D-Gas and Hot Rod. In D-gas his high flying 67 Coronet got around Mathew Fluids Camaro for the win and in Hot Rod he got to the stripe before John Hildebrands Ford Model A Coupe.

The champion in C-Gas came from north of the border, Edmonton to be exact! Eddy Plaizier in his Anglia took on class stalwart David Stage in his Camaro. Eddy's .050 light got him to the stripe one tenth ahead of Stage.

The big news in B-gas was Meghan Gorman, the better looking half of the father daughter, Gorman racing team. Megan had her Camaro flying as she qualified in the number 2 spot. She took that all the way to the final round where she faced Randy Armstrong in his 57 Chevy. Meghan was eight thousandths better on the tree which translated into a .050 margin of victory both cars ran 156 mph, it was a close one!

The A-Gas title went to Bakersfield's own Chris Kurth. Kurth and his Chevelle came out of the number ten spot to face number eleven Tom Huggins in his Corvette. Kurth cut a perfect light and never looked back. Both cars ran an identical speed, 179.

When you talk about Nostalgia Eliminator 3 the household name in the class is Ron Anzalone. Rons highly detailed and polished 23T is the class favorite. The orange, six cylinder powered machine is known for wheels up launches, a favorite





## March Meet 2023

## Doug Adams

for us faithful along the wall. Ron qualified 6th and faced number 7 qualifier Carl Carlson's 27 Ford in the final. Anzalone took the win as Carlson experienced trouble on his run slowing to 77 mph.

In NE-2 we again saw an all-Ford final. The seventh and eight qualifiers squared off, Scott Chamberlain took the win over Jim Miller. Chamberlain was .029 slower on the tree but made-up the difference on the top end. The margin of victory was a scant .032.

On the sharp end of the pencil in Nostalgia Eliminator, NE-1 Steve Schoenfeld drove his 23 T-Modified around the dragster of Hans Jacob for the win. The start was pretty much dead even with Jacob holding a .001 advantage. Although Jacob was quicker, it was the faster Schoenfeld for the win running right on the index with a 7.604.

Moving on to 7.0 pro it was Danny Schrokosch taking the number one qualifying spot in his dragster and riding it all the way to the final where he met number 7 qualifier Jason Vanderpool. Schrokosch was both quicker and faster but he gave it all away on the tree. Jason Vanderpool drove his Bantam around Schrokosch and straight into victory lane. Only four cars contested the Jr Fuel class. Brad Woodard dominated taking both top speed and low et. Woodard took the round one win over Wayne Willemsen who cut a lethargic .627 light. In the other Jr Fuel match-up Dustin Lee defeated

a sleepy Michael Lardy who left the line with a .326 rt. The final round between Lee and Woodard is scheduled for a later date.

Last, but not least is the top of the heap, A-Fuel Dragster. The names Gene Adams and Kin Bates are synonymous with A-Fuel. Their Air Force sponsored machine has dominated the class for years but not on this day. Though Bates did have top speed of the meet he was nowhere to be found when the finals rolled around. Number one and two qualifiers battled it out for the glory. In the end it was Wayne Ramey defeating Rick Ewens for the trophy. Ramey took a .075 advantage off the line and never looked back, besting the hard charging Ewens by .010.

The feel-good story of the weekend was an emotional affair and a bucket list dream come true Dorothy McLennan, matriarch of the Champion Speed Shop family. Dorothy is the wife of the late great Jim and mother of Bob McLennan. In front of nearly fifty family members, countless friends and a packed house, Dorothy climbed into the Pure Speed side by side dragster and rode to a 9.27 at 146 MPH. What a way to celebrate your 90th birthday!

Well gang, that's going to wrap it up! I hope you enjoy the photos. I'm not sure what next month will bring, we shall wait and see!

*Doug*









March Meet 2023

Doug Adams







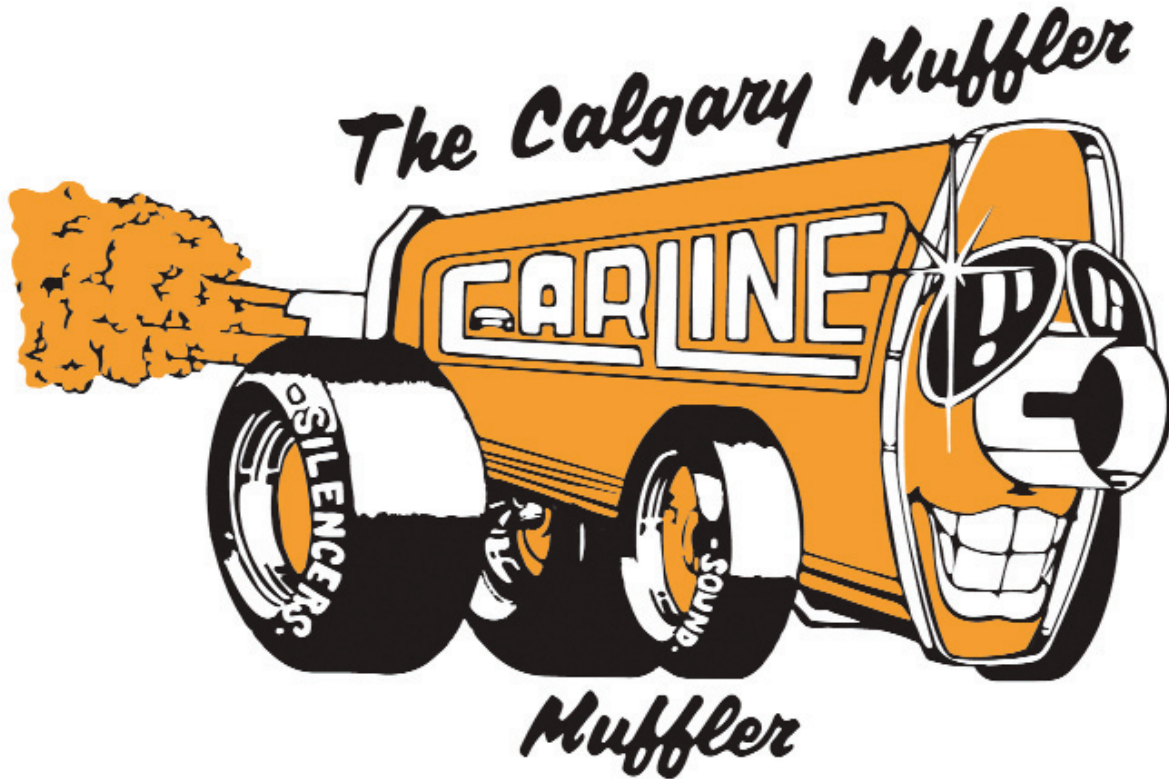


# March Meet 2023

# Doug Adams







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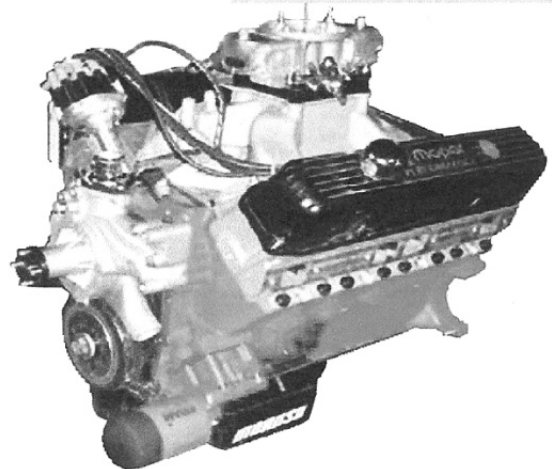
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# March Meet 2023

# Doug Adams



continued on page 23



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M1

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M1

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M1

**377cid** SBC 4.000 Bore 3.750 inch stroke 6 inch Rod 4 bolt Block 0010 Milodon 5 quart pan All ARP fasteners with ARP head studs SFI power bond balancer Sfi flexplate and ARP bolts Steel Eagle Crank 6 inch Eagle H beam Rods Forged 12.8 to 1 pistons File fit low drag rings H clevite bearings Custom Grind solid lifter flat tappet cam 3200-7500 rpm Speed Pro 1.5 ratio black roller rockers 292 turbo angle plug heads 2.05 intakes , 1.60 exhaust Melling High Volume pump Double Roller timing chain Edelbrock Super Victor Intake Holley Ultra classic 950 cfm dble pump with one inch spacer MSD pro billet distributor Taylor 8.2 mm wires with fire boots Electric water pump Hi torque mini starter Braided flexible dip stick Dedenbear water neck Motor was dynoed at 550 hp , 465 ft lbs. torque Motor ran 10.27 in the 1/4 in a 2750 lb. Car at 3500 ft. Limited runs motor is very fresh Ready to drop in and go \$6800, May look at some trades Email with questions thxPh 403-742-8797

a1

**Brad 8-x** hemi twin 98mm 522". All fresh tons of spares. Can come with 3 lenco drive and converter. Turn key from intake to pan. Starter. Flex plate. Fuel pump. Twin98's. Charge tubes and headers. Everything plus spares of everything. Call or pm if you want more info. I have all info and build sheets. \$85000cdn for turn key turbo set up. Call 1-403-506-7402

M1

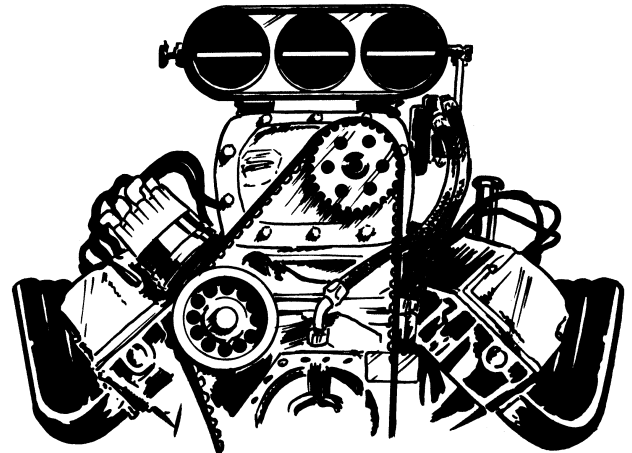
**Chevrolet SBC 406**, forged 12.5:1 camel hump cylinder

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F1

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J2



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Set of Hooker Super Comp #2205-1 coated headers with BB Chev engine. Fits 67-69 Camaro, Nova. 2" tube. 33" length. One tube has some road rash but in good condition \$650. Located in Lethbridge 403-308-1730 a1

Trans specialties proline 5500. MM 2sp shifter roller yoke. Lokar dipstick 1year left on cert. 4 1/8 mile and under 100km on trans. Like new. Sold car. \$6.500 firm 306-540-2273 Sask

Moser fab 9 rear, 40 spline axles, 5/8 studs, comes w/spool and disc brake setup. Meant to drop into cuda/challenger. \$3000, PM or TEXT 306-621-6011 M1

Used 426 Hemi billet crank. Look up what it is and what it's worth. It's been sitting around a while but no damage. Not ground undersized, still stock sizes. 3.75" stroke. I will sell it outright of course but looking to trade for factory 426 crank, rods, valvetrain, intake. Or trade towards a block(I know, slim chance :-)) Let me know what you have or make an offer.

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M1

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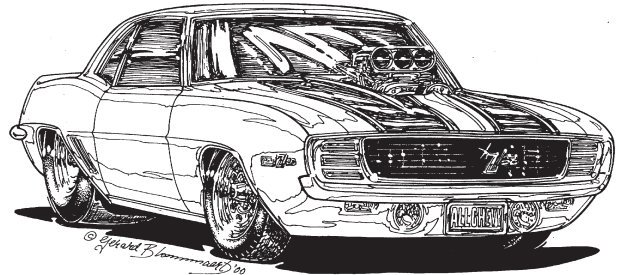
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M1



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NEW '82-'92 FIREBIRD 1/4 panels. \$200. ea. firm. '79-'81 Trans Am bumper assembly. \$300. Pontiac bellhousings \$60.ea. (May work on Buick and Olds- dual starter bosses) PHONE for more information: 403-341-3708 A1

Racepak smartwire set up complete with switch panel,cables and new spare smartwire switch panel. No more fuses and relays new set up over \$3k US. \$1500 MSD digital 7 boxes 7531 and 7530t with trac- tion control. \$425 each box MSD 7550 launch and rev limiter hand held box. \$150 MSD digital window switch 8969. \$125 MSD Grid boost control 7762. \$250 MSD Grid ARC module 7761. \$500 CALL 587-259-2929 F1

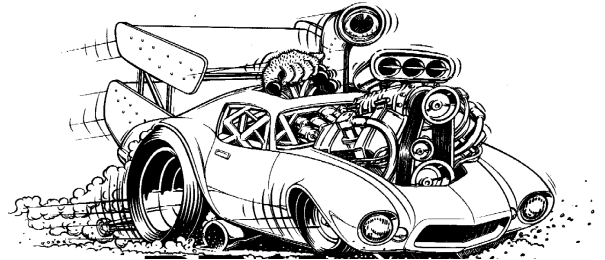
1999 Paralax FC Used FC puke tank for sale, 11"x11", 9" tall. 1.250" inlets. This tank is in really good condition, we only replaced it for a larger, round type. ? there is one cracked weld on the rear mount, take it as it is, or I can weld it up for you.? \$500 obo, BUYER pays ship- ping. N\_sitko@hotmail.com 780-910-7129 F1

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 completly 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



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## 'Smoke

Big congratulations to 2019 Motorsports Hall of Fame of America inductee Tony Stewart for his first NHRA National Event win in Top Alcohol Dragster in yesterday's NHRA Four-Wide Nationals at The Strip at Las Vegas Motor Speedway. The victory came in just the fourth NHRA National Event start for Smoke with McPhillips Racing in the latest phase of his hall-of-fame career. Tony now has his own NHRA Wally Trophy to go on the mantle next to the 10 Top Fuel Wallys his wife and racing partner Leah Pruett



The stoke is so real! So happy for the entire @mobil1 McPhillips Team and for Tony capturing his first NHRA National Event Win this past weekend at the Vega's 4 wide race.



Stewart, who made his NHRA debut last season in the Top Alcohol Dragster ranks in the NHRA Lucas Oil Drag Racing Series, won, going 5.324-seconds at 269.62 mph in the final round in his Mobil 1 dragster. The legendary racer was the runner-up in his NHRA debut at the fall race in Las Vegas last year, picking up a memorable first win on Sunday, now giving Stewart wins in NHRA, NASCAR and IndyCar, as well as victories on every track at Las Vegas Motor Speedway.

The performance of their brand new car was playing hard to get for so many months, and seeing their frustrations shed away by each round win on Sunday was a fresh reminder of how close victory is when you just keep digging. Great job 'Smoke, I'm sure there's more to come.





**'Smoke**











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QA1 single adjustable strut with coils. Came out of a 2000 mustang. Work fine just swapped to double adjustable. 800obo 780-908-1162 M1

Milodon PN 31580 Pro Touring oil pan with PN 18338 1/2"pipe inlet pickup RB and Hemi engines for stock chassis and steering B & E body chassis. 383, 400, 413, 426, 440 and Hemi engines . 7 quart plus filter 5 1/2" sump depth, Fully baffled, Dyno time only, only reason for selling is does not fit my chassis. \$700, text or call 403-862-2945 M1

Waterman 400 sprint car fuel pump. Flow tested and checked. \$600 CDN 587-936-4523 M1

Muncie m20 4speed Center force clutch Big flywheel asking \$3000 for all three Proform mini starter \$125 Auto gage tach 2 1/2 inch \$75 Prices are OBO call or text for more info 403-360-7659 M1

Boost Leash boost controller, head unit is brand new and only powered up to show it working \$500 C02 bottle, Regulator and bracket. \$300 Vortech 8" crank and 2.95 8 rib combo. 2.95 was carbonite coated. \$350 All prices are CAD and located in Sherwood Park. Will ship on your dime. 403-998-8554 F1

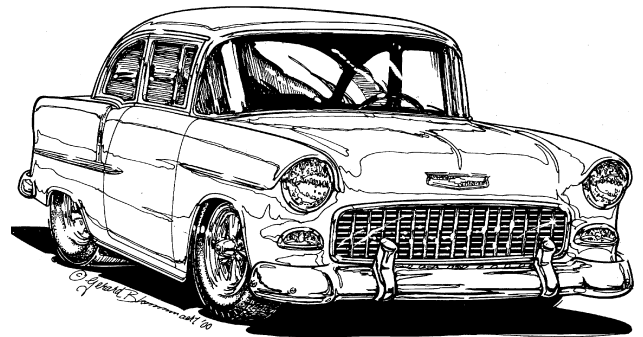
Innovate LM1 wideband air fuel meter with 2 sensors and multiple power cord options as well as windshield mount. Good working order. Can record as well as output a 0-5volt analog signal. \$150 obo 780-242-6345 F1

Impact Race Suit - SFI 3-2A/15 (2 piece) Size: XL Coat and XXL Pants, Built in arm restraintsSFI Certification good until end of 2023, XL Jacket and XXL Pants included \$280 USD or \$400 CAD Message

me for further details. Pick up in Calgary or Shipping can be arranged at buyers cost. 403-969-6694 F1

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

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/tailgate and lots extra parts, chassis work is done, \$6000 obo, Don 403.872.0250



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Brand new but dusty. Motion raceworks chromoly universal steering column with strange quick release steering wheel adapter and Grant steering wheel. With red/green buttons and mount. And billet turn signal switch. Retail \$665US Selling \$600 CAD. St Clements Manitoba. 204-296-7952 M1

MSD Grid 7720 & 7730, New, \$1100 for the pair, MSD 7562 boost controller, new \$250 TEXT 306-621-6011 M1

A pair of SCE copper head gaskets for a Mk.4 BBC, 4.560 bore/ .043 thick. Shipping extra, if you need more info PM me, \$165, call or text 403-701-8181 M1

Power Glide Aftermarket Reid case fresh certification , Bte 1.76 gear , 300M shaft with turbo splines , deep trans pan , with Bte transbrake , also have parts to change it to a short tail shaft for dragster, good to approximately 1000 hp , Tom Patterson has gone threw the transmission, asking \$3900 obo pm me with any questions or text 1 204 856 9620 M1

Brand new aeromotive 340 stealth in tank electric fuel pump. Has 10 bolt hat and ready to drop in. Replacement cost now over 740 bucks. Asking \$650 shipped 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

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**1968 Acadian**, detroked 400 block with a 327 crank, eagle rods, scat pistons, studded mains, fairly fresh. Dart heads with rollers and girdled, aem 750 with a Keith dorton intake, th350 with a 3500 stall and shift kit. Ford 9"with 4:10's. Mini tubbed with 30x12 MT's Caged with drivers swing out bar. Full dash car with vin. I have BC registration for it. Wouldn't be hard to make it street able. Comes with most stuff to do that, passenger side door window and both side quarter windows are lexan, rest is glass, It comes with the glass to replace. Fiberglass bumpers, but comes with chrome ones as well. New painless harness and wiper trans and motor comes with. Car also has fairly new SSBC discs on the front. Very solid car. \$24,000. Located in Castlegar BC. 250-687-1563.



**1966 Fairlane GT** 427 sideoiler dual quad tunnel port 4 speed . Estimated 700 hp many performance upgrades , original parts included . Text or message 780-975-7076 Leduc M1



**1941 Willys Pro Street** body by Outlaw Racing, has tilt frontend, suicide doors, shaved door handles, power lift trunk, all new tinted glass, painted House of Kolors shimmering 2 Cobalt blue cut and polished to show car finish, Engine is a Jon Kasse Boss 429 cu/in stroked to 541 cu/in Scat stroker kit, Jon Kasse heads, intake, rockers, valve covers, Diamond pistons, Comp Cam, 1150 Dominator Quick fuel carb, dual electric cooling fans and custom built aluminum rad, electric water pump, custom built stainless headers, all stainless exhaust with Borla mufflers, 9" rear with Nascar center section, 31 spline axels, four link rear suspension with 4 way adjustable QA1 shocks, front end has tubular upper and lower control arms, rack and pinion steering, brakes are Wilwood discs on all corners and master cylinder, all stainless braided brake lines, aluminum trunk mounted fuel cell, braided fuel lines, Holley electric pump, Weld wheels, MT rear tires 31x29x15, power windows, door poppers, Scat racing seats, powder coated roll bar, Autometer guages, polished Flaming River tilt steering column, Ron Francis wiring harness, TCI Super Street Fighter C6 trans with 3000 stall Hughes convertor, Lokar shifter, custom leather door panels, new carpet, headliner, racing harness', never raced , no trades wanted, don't need help selling asking \$85,000 call or text 306-537-6569 M1



**1967 NOVA RACE CAR**, 40 passes on 720hp 488 BBC since freshened. 40 passes on new TCI Pro X Trans and Coan converter, ladder bar, Chassi Works front clip and adjustable front and rear shocks. New tires, 3066 lbs, car runs high 9's, low 10's. Won Powerama - Best in Class, Very consistent, roof has been chopped and much more customizing. This car is mint front to back, inside out. Must be seen \$55,000.00 Text or call 780-915-6409 M1



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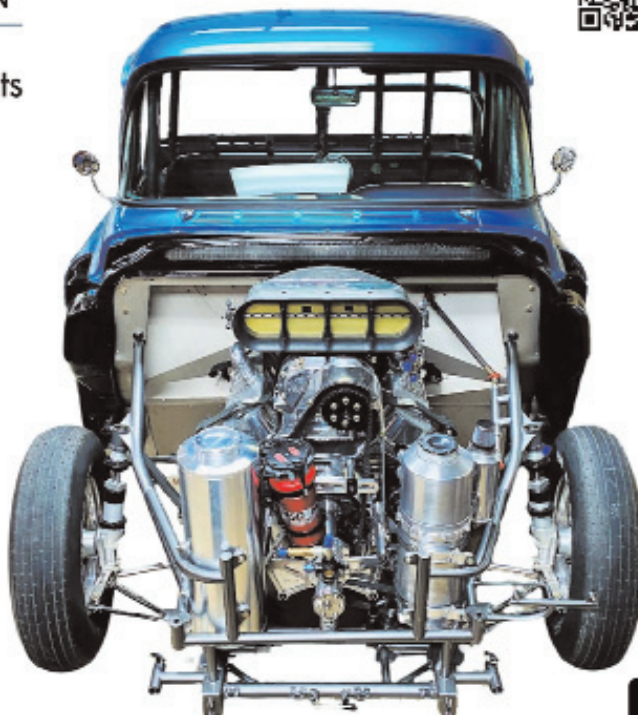
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**2012 motivation** chassis \$4500 rolling chassis comes with an 8.90 engine that needs to be put together, Also comes with 2 dollys,wheel covers,and stands for the car to sit on,warm up stand, this car was great to us won rookie of the year in it this car is a proven winner with many wins including placements on land of leaders for division 6 sad to see it go. In a bit of a situation grew to much over the winter won't fit in the car need to sell asap. Can be race ready with an 8.90 engine for an extra 1500! \*PRICED FOR QUCIK SELL\* serious inquiries only please call 587-253-0401 M1



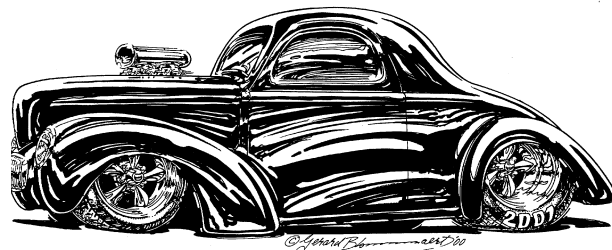
**2004 Vengeance** race cars , 69 Camaro TS / PM , Double frame rails , cromoly , carbon fiber body , 4 links , antiroll , full floating 9.5 fabricated housing , strange struts , liner rear wheels , racepak dash , data maxx logger , electric shifter , fire suppression , chrome wheelie bars , chrome zoomies , complete rolling chassis , set up for blown hemi with a glide ! 42000\$ usd , Car is located in Montreal Canada can ship on your dime ! Call or text Richard 450 601 5910



**Willy's gasser** fiberglass body 409 dual carb turbo 400 trans such a cool car jump in and enjoy \$55000.00 Call Curtis 204 482 8064 M1

**1950 Ford P-up.** The truck is located in Red Deer and is registered in Alberta. This truck has a SBC 350 with a turbo 350 transmission. It has a 4 link rear suspension with air bags and a cutlas front clip with shock-wave bags in the front. It has onboard air, stereo, bucket seats, Cragar wheels with New rubber on the back, power steering,power brakes, glass pack exhaust, tilt steering column. It is flat black and has most of the interior done. Open to reasonable offers. \$27,500, call or text at 587/679/4069 M1

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**2007 M&M** , 4 links , swingarm , Strange modular housing , 4.10 pro gear , 40 splines , American racing wheels , MSD 7al2 , carbon Autometer gauges , Biondo 450 , carbon wing , for sale rolling with headers , no motor no transmission many PowerPlants available for extra \$\$ \$22K, call or text Richard 450-601-5910

**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,



**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 promod 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



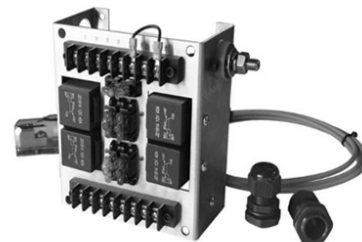
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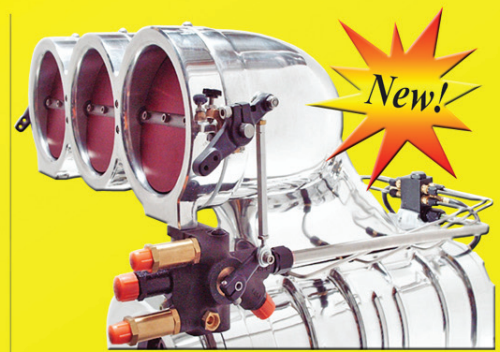
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**64 Fury** , original 318 but now has a 341 Hemi rebuilt but hasn't been started, intake needs work or changed . have a 4 barrel intake but no carb.Push button auto.this car has no rust,has been rotisserie restored top and bottom , have the upholstery but needs to be installed. Good project for a handyman who has 16 K to spare.I also have some other projects but prices are not negotiable 47 Plymouth 15 K. 68 RR 27.500 . 75 formula Firebird 5,500 needs work , No trades , located in Falkland, phone 778-220-4432



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**ROLLER-** 1993 R&D Esparza 235" hard tail dragster. This dragster was completely freshened the only thing original is the chassis and body everything else is new and been redone from chassis updates and chassis repainted to electronics ,cockpit,water system etc to much to list. Had a 540 bbc in it but have sold engine. Call or text 780 288-5026 Brian for all info has good cert as well ROLLER Asking 20,000 with 2 speed power glide and race pak 15,000 with race pak no trans 12,000 just roller no trans or race pak Car is compete and ready to race out you power plant in and go will come with spare parts/tires. Brian @ 780-288-5026 F1

**1951 Ford Custom** is a PROJECT.. Was a running Driving car and has had the engine and trans removed and some interior removed. Has had new tilt column installed and a power steering upgrade. It has a new 8" diff and brakes. Front is lowered with drop spindles and rear diff blocks. Has new SBFord headers, new custom gauge cluster,new carpet kit, new chrome exterior door handles and other chrome detailing pieces. The C4 trans is rebuilt and comes with the 289 V8 that was in it and a 5.0 Litre Ford(1989 roller cam engine). Some of the paint has peeled from sitting out side for the last 3 years. Is an excellent driver..a real smooth cruiser. Took it to Radium a couple of time before i took it apart!! As stated it is a project that needs to be put back together which you can do or my shop can complete it for you!!! ....Price is \$15,000.00 OBO. Please contact Orley AAt Red Deer Speed+Custom 403-356-9195 or message at 403-872-3340 M1



**1972 duster race car** 511 BB MOPAR by ABS COMP in Regina 730 HP 727 trans break 5800 stall Ford 9 inch 4.29 gears Less then 30 runs since motor and trans done Runs 9.60 at 139 MPH 30k, Race Ready/ No Trades Call Lyle for more details. 306-861-2977 J2

**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



rust or damage anywhere and never has been. It's been a southern Alberta car since new and was a nice clean car before it was built. Located in lethbridge, Alberta \$37,000 firm Would consider early to mid 30's car in trade, no trucks. Call or text 403.634.4156 J2

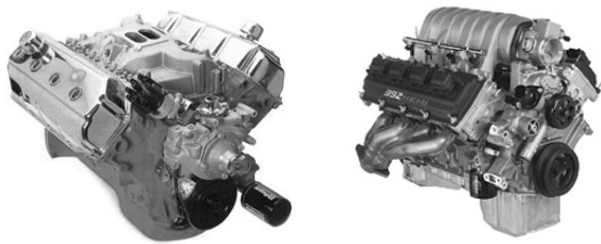
**1989 Mustang** with a 1979 front clip. Originally a California car, no rust. No accidents. Approximately 1500 KM on the build. Custom built Kuntz 347ci with Ford SVO big bore boss block, scat crank & rods, lunati cam, AFR aluminum heads, Vortech V-3 supercharger, Holley Terminator fuel inj, Mac headers and custom exhaust. Custom built Lentech AOD with od on/off button and B&M hammer shifter. Fully rebuilt 8.8 rear diff with SVO 3:73 gears and 28 spline axles. Aluminum driveshaft and hoop, Full MSD6BTM ignition system with billet distributor. 17" cobra wheels, 255/40ZR17 fronts and 275/40ZR17 rears. Maximum Motorsports under carriage bracing and front suspension strut plates. full lback lowering suspension kit. Lots of other speed parts. Dyno was done before the supercharger and fuel injection. I have a recent appraisal and have all the receipts that add up to way more, reduced to \$24000.00Text anytime or call after 5:00. 403-878-5344 M1

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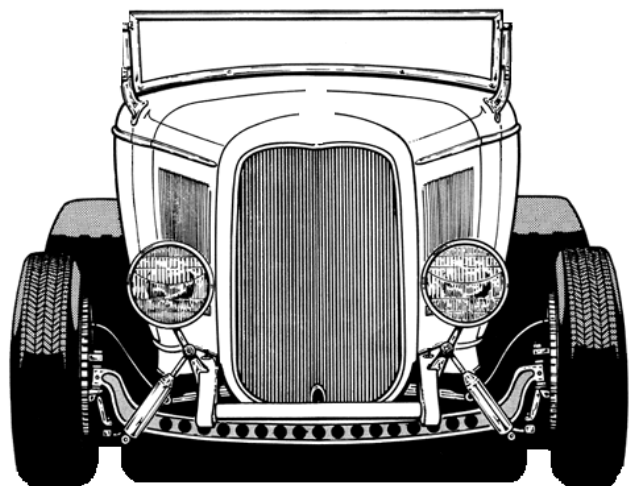
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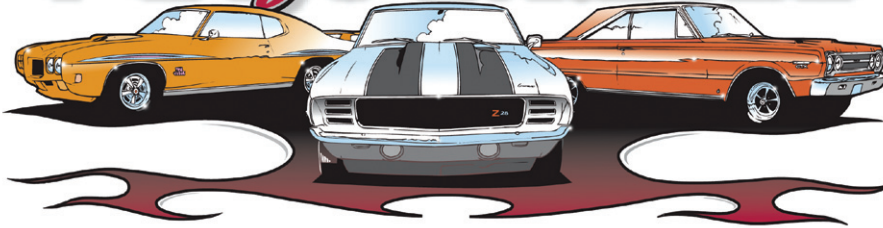






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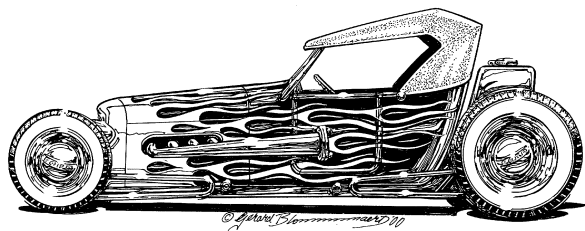


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M1





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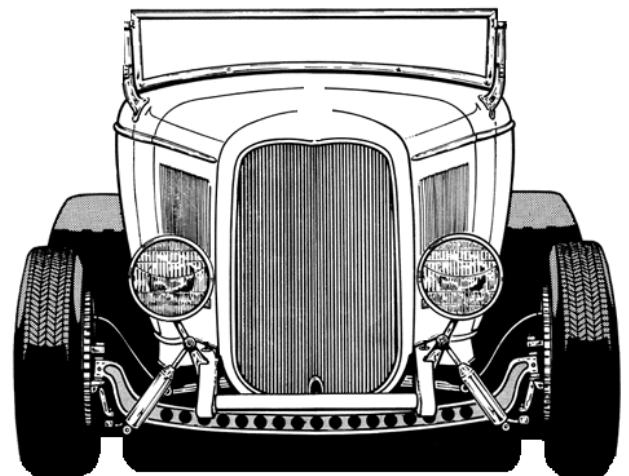
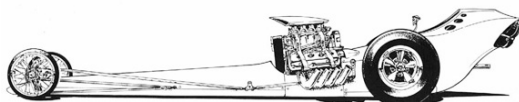


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I haven't been a fan of the 4-wides, too much happening all at once to catch it all on tv. It was almost not worth watching. I didn't ever consider going to a 4-wide event, but wanted to go visit my dad in California, plus help my friend Mario Monette with his "Beast" diesel semi truck at the end of April. So to squeeze one more thing into our trip, we decided to attend the Vegas race as well, a 4 wide event.

We were at the 60 foot mark, 27 rows up so we get some shade just after noon. I have to say that seeing 4 top fuel dragsters launch at the same time was quite the sensation. Funny cars were even louder, and the thunder they created was unbelievable. The bodies must re-direct the force of the 44,000 horsepower to the asphalt, shaking us all the way to our seats, even all the way to the finish line. So there was something cool to this 4 wide, but that was about the extent of it. To see it live it was impossible to track what each car was doing, except in the rare instance where all 4 cars make good runs.

If you thought watching the NHRA safety safari clean, spray and drag 2 lanes was boring....., need I say more? I also felt ripped off a little bit, you get to experience half the runs of a conventional event. Yeah, the event is finished up by 4 pm. Maybe some people like that, I don't. Drag racing has always been one on one, driver vs driver, machine vs machine. When 4 cars and drivers are involved, that intense duel is lost, the drivers quirks, deep stages, late stage, etc is lost in the bustle.

The staging procedure was difficult and confusing for some of the drivers when this first started, but they were pretty good at it now. I haven't done it myself, but it must be very

difficult to coordinate. When all 4 cars are pulled up within a few inches of the starting line, the crew chiefs richen the idle on the barrel valve and open the fuel pump fully before sending the driver to pre-stage. The drivers use the clutch and the brake to bump into the pre-stage beam, and all 4 pre stage bulbs are lit with no fanfare. That's when the fun begins!

Normally, there are no staging games between the nitro teams. I believe this is because ALL the nitro engines and clutches are so sensitive to change, temperature, amount of time running, amount of fuel in the tank, etc.

So it is to everyone's benefit that the drivers stage within a few seconds of each other. In round two at Vegas, they went off script. Salinas had run low et of first round by a bunch, and they were looking good to make it to the final. After all 4 pre-staged, no one moved, they were all waiting each other out. After about 5 seconds Salinas lit the stage bulb, and the clock started ticking; 7 seconds later anyone not staged would be disqualified. Steve Torrence came in next, but Shawn Langdon and Josh Hart were still waiting for each other. At the last instant, Hart dove in, and Langdon got the red light, he had been timed out.





# Nitro Tales

Ken Sitko

Of course the other drivers had no idea of what was going on, and their stage lights showed that all the cars were not in yet, so they were very surprised when the amber flashed. Salinas was first out with a .186 light, the other lights were even worse.

From the jump Salinas got it looked like he was going to get there first, but unfortunately the throttle cable broke shortly after launch. Since Langdon was disqualified, Torrence and Hart advanced to the final.

I wouldn't go out of my way to watch a 4 wide again, but if I go back to Vegas in the spring, I guess I would put up with it.

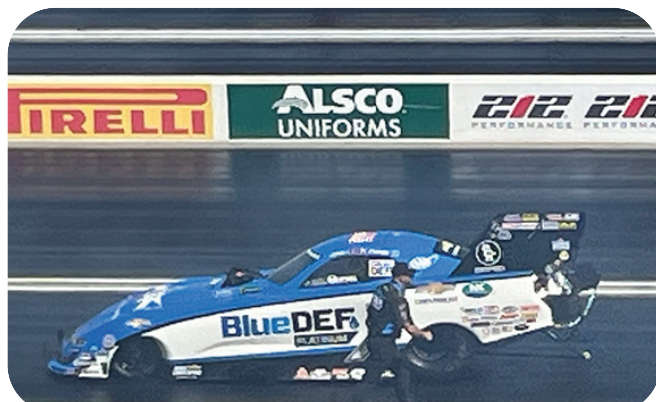
I also don't know if I will go back to any races that won't take cash, it was ridiculous and very inconvenient. Being from Canada, our cards tended to work only occasionally. I think it is a dangerous precedent to set, and I don't support it.

I am at my dad's now, hanging out. We want to do some relaxing, some working in the garage, and are awaiting the NHDRA diesel race in Irwindale starting on April 28.

I hope to help Mario Monette to dial in his clutch so we can get all his 4000 horsepower to the ground.

Go Oilers!

*Kenny*



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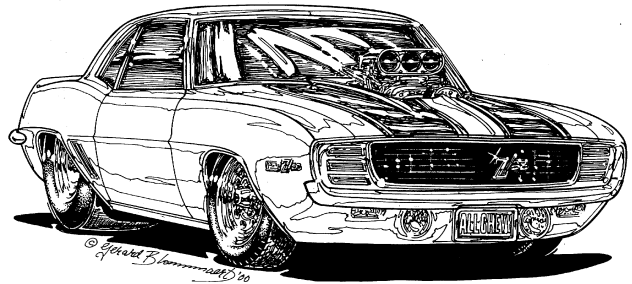
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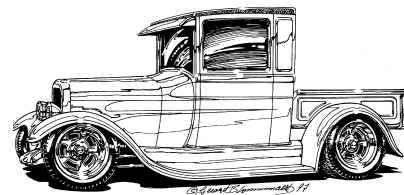
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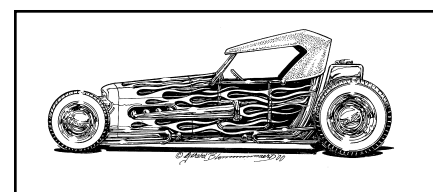
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