

Canada's Performance Magazine



JUNE 2023

Volume 29, Issue 6

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**SCAN FOR
MORE**



Memory

Bob Stange, founder and owner of Strange Engineering and pioneer in racing part manufacturing, peacefully passed away on Monday, May 22nd, his son Jeff Stange announced. He was 84 years old. "A life so wonderfully lived deserves to be wonderfully remembered," Jeff wrote in a statement.

"Please know that when we are able, we will be sharing his memories, his achievements, and the magnitude of influence that he has had on this industry. My father loved this way of life that we [chose] in the racing community."

Bob began welding as a teenager in high school and went to work as a professional welder upon graduating. While working as a welder, the pioneer in race parts manufacturing was also spending time with the company machinists mastering that trade as well. Stange began competing at nearby Union Grove Raceway in a 1950 Ford Coupe, gradually modifying it as time and money permitted. His friends saw his talent as a welder and began asking him to do rear-end and suspension work on their cars.

From there, Stange set up a machine shop in his mom's garage. As the business grew, he moved and established Stange Machine and Engineering in 1964. Stange realized in order to keep growing, he would need to advertise and began putting together print ads. A copy editor saw the name Stange Machine Engineering and thought it was a misspelling. Therefore, Strange Engineering was born.

Strange Engineering debuted at the 1973 Winternationals when 14 of the 16 Funny Car qualifiers used its parts. Then in 1983, Team Strange was formed. It consisted of Chris Karamesines in Top Fuel, Austin Coil and Frank Hawley's "Chi-Town Hustler" in Funny Car and entries in five other categories.

Strange Engineering has more than 50 years of manufacturing experience in the performance industry, from racing axles, rear ends, spools, suspension units, and struts to front and rear disc brakes and billet magnesium blower drives. Jeff Stange now leads the family-owned company.

Strange Engineering has been awarded Manufacturer of the Year several times and was inducted into the International Drag Racing Hall of Fame in 2010 under Bob's guidance. Stange received the Car Craft Magazine Ollie Award - an award that recognizes people who have significantly contributed to the sport of drag racing throughout their careers.

He was also honored as a Car Craft Magazine Hi-Riser in 1973.



VOLUME 28 ISSUE 6, JUNE 2023

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Publication Mail Agreement 40036721
 Return Undeliverable Canadian Address To

QUICKTIMES,

20-27265 hwy 42. Red Deer County, Ab t0m-1r0
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Donuts

Greetings Quick-Timers, here I sit on a beautiful Spring day, looking at the sunshine outside through a closed glass door. A closed back door is usually not the case when we are at home. Most days the door stays open from the time we get up until the sun goes down, just so the four legger can go and check -out his domain.

As everybody is aware we have had an epic winter, chock full of rain. Well, as they say, April showers bring May flowers. Around here it's been six months of rain makes stuff grow whenever the sun comes out. Non the less everything is blooming, every weed known to man is growing and the pollen is beyond terrible.

The reason I mention this is because I'm an allergy sufferer. For the most part my allergies are in check until we have a rainy year then, look out. The fact that we have had several weeks of high winds does nothing to help matters. What does any of this have to do with hot rods or racing? Absolutely nothing but it keeps me from going anywhere to cover an event.

I had every intention of bringing you coverage of The Warbirds, Wings and Wheels show from The Estrella Air Museum in Paso Robles for this month but, I'm sorry to say after a sleepless night I just couldn't make it.

However, when this past Sunday morning, May 14th, rolled around I knew it was do or die time.

Doug Adams

The wind wasn't blowing, it was back to being misty and gloomy so I grabbed my camera and headed out to my old stand-by, Golden Donuts in Orcutt.

I didn't know what to expect on the day following a big show and moreover it was Mother's Day. I wasn't expecting miracles, just hoping to see a few different hot rods that I haven't shown you before. On my way I called my buddy Joe to see if he wanted to grab a coffee and a donut and check out the cars. He accepted the offer and within 20 minutes we met at the donut shop.

Since the rains stopped people have been asking me if I had been to the donut shop. I tell them my allergy sob story and say no. Then they carry on about how packed it's been and about all the cars they saw. Needless to say this made me both happy and optimistic.

The guys that organize these morning meets and several of the cruise nights in the area have been working very hard for several years to get a following and participation at their events. It's nice to hear that things are starting to pick up and the car guys are coming out. I hope it continues to grow! So, back at the donut shop things were looking fairly decent for a foggy Mother's Day morning. As we sat at the table having our donut and coffee, I scanned the parking lot and thought, I don't think I have a true unicorn pick for the day. The Model A roadster pick-up with the V-8 and Paxton super charger was cool but...?



Donuts

Doug Adams

The Woody wagon was super clean and a work of art but it just didn't strike a chord. Then, there it was driving into the parking lot, a survivor 64 Chevelle SS convertible.

Now I know you think I'm nuts for considering the Chevelle but for me seeing a Model A or a Woody at a car show is like seeing a kid on a skateboard they're on every corner. The cool thing about the Chevelle was it appeared to be completely original. But, my pick changed about as fast as I made it when a bone stock Divco milk truck pulled onto the property. Then in the blink of an eye the unicorn meter was pegged when a 70's era Chevy Beauville van arrived again, a bone stock offering. An orange window van with plaid bench seats. How could you not love it?

Other than that, there was nothing to report other than everybody is getting ready for Memorial day and the big show that rolls into Santa Maria for three days, The West Coast Kustoms Cruise-in Nationals! If all goes well, I'll have coverage for you next month. That's going to wrap it up from the donut shop.

Before I go I have to share some unfortunate news. Since I started bringing you tales of my adventures down here in California there has been a person that I have referred to in many of my columns. I usually call him my buddy that sells Mongoose memorabilia. His name is John Kirchner, known to his friends as Rab or Rabby.

Some of you might know him from the races or maybe bought from his ebay store.

Rab has been my friend since I moved to California in 1984 and he's one of the nicest guys you'll ever know. Over the second week of May Rab suffered a series of devastating strokes that have taken away his ability to talk and walk. It's too soon to tell if he will make any kind of recovery.

The morning after I got the news I drove to Orange County to see him. He knew who I was and understood what I was saying but couldn't respond. Seeing him like that was a true gut-wrenching experience, coming to the realization that we will never be at the track again together, or go to Rosemarys for an ice cream sundae to celebrate our birthdays, made me cry like a baby. People around the world are praying for Rab, we just have to wait to see what the future holds.

Well gang, it's been a rough month. The world has served us lemons and we just haven't been able to turn them into lemonade. Tomorrows a new day and the sun will shine.

I'll see you next month as we kick-off Summer with coverage of Santa Maria.

Doug





Donuts

Doug Adams



Donuts

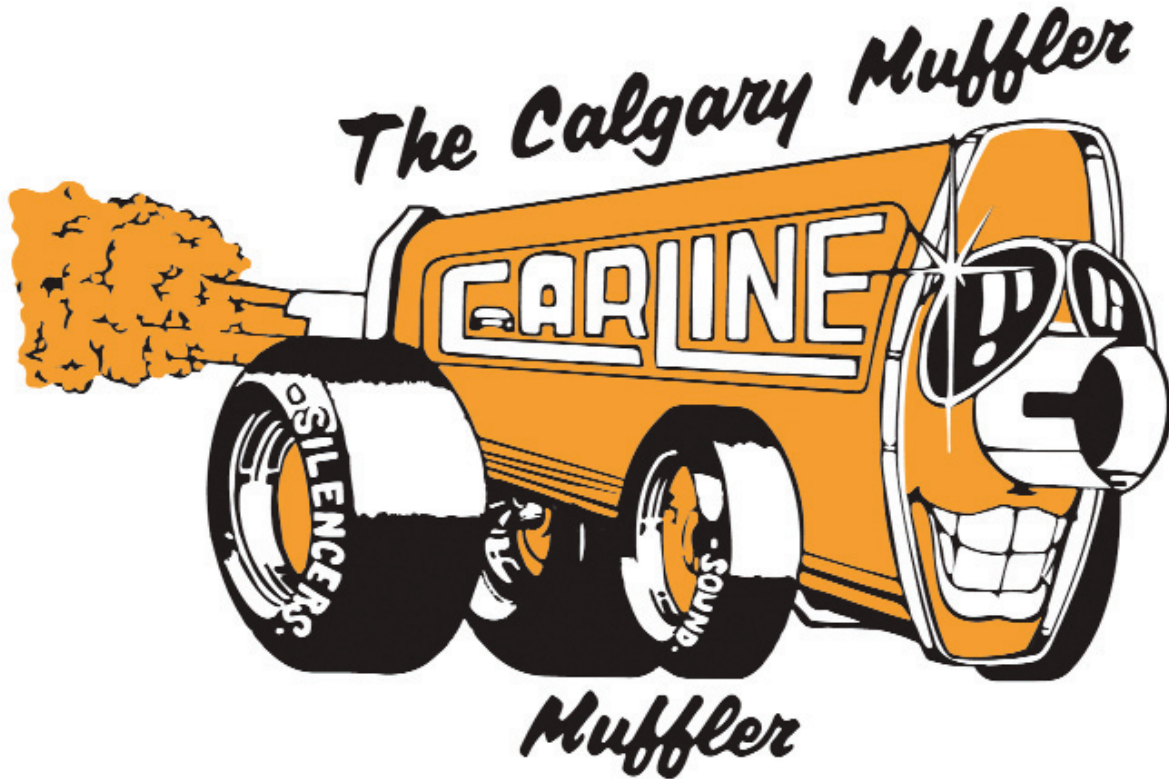
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Donuts

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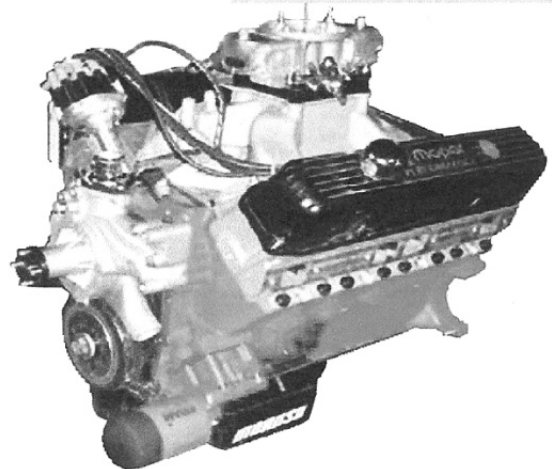
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Donuts

Doug Adams



Beautiful completely refurbished 600ci all aluminum Jon Kaase built bbf! Barry Grant dominator carbs, hre tunnel ram, c460 heads, Jessel rockers, ferrea valves, crower lifters/ push rods, cp pistons, corriolo rods, Bryant crank, scp drysump system, 45 deg upswept headers, 960hp @ 6400 rpm 13-1 comp asking 27500.price is in Canadian funds and open to offers! Would make an awesome drag, mud bog, monster truck, boat or whatever engine! \$27,500. Call (867)875-7088

511 BBC Race Engine Block is CRACKED and leaking coolant externally. Still runs \$20K when built in 2016 Dyno'd at 640hp at 6000 RPM with the tunnel ram set up Rock blocked engine block Brodix Aluminum heads Lunati Cam and Roller Lifters Comp Cams rockers Edelbrock Tunnel Ram and Carbs Eagle rotating assembly Can send entire build info upon request Sacrifice \$6500 firm Located near Sherwood Park, AB Best is to text or call 780~937~8862 J2

All aluminum Donovan 10.700 tall deck. .400 raised cam. New Isky lifters and bushings. Callies Magnum crank. Callies Ultra steel rods. Diamond pistons. Total seal rings. 60mm Comp roller 4-7 swap. Jesel steel rocker arms. New pushrods. Edelbrock intake. New Pac springs. Jesel belt drive. ATI Balancer. Moroso billet oil pump. Brodix ported 18 degree heads. Made 1254@980 Ran 4.30's in 1965lb dragster. Assembled and dyno by Kidd Performance. 72 runs since fresh. 503-539-7239 M1

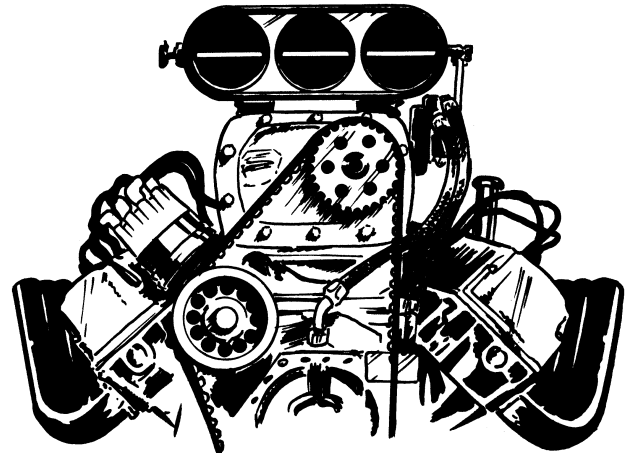
LSX 416 boost motor , Dragon slayer crank , Callies Rods , Diamond pistons, Trick flow 255's , Victor JR intake and sheet metal elbow , 102 throttle body , Mezier water pump, Ati super dampener , ARP hardware throughout, motion steam vent kit. Motor made 1280 whp on 20 psi , should make 1500 no issues . 6 dyno pulls , 4 1/8 mile runs \$23k, For full details pm 403 928-3207 M1

Sweet 425hp Sbc crate engine! New pistons, rings, spark plugs, bearings, gaskets, bolts, starter, fuel pump, oil pump with upgraded pump shaft steel sleeve. Tack welded oil pump pick up tube. Gm performance super victor style air gap intake, aluminum fast burn heads, bow tie aluminum roller rockers, hydraulic roller cam and lifters, scat I beam rods, steel crank, 4 bolt mains, one piece rear seal, roller trimming chain, long water pump. \$7800, Price is obo. Thanks for looking (867) 875-7088 M1

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 heads, Victor JR intake, 750 Holley, MSD distributor, Milodon Chevy 11 oil pan. Turn key, ready to go! \$7500 OBO 1-403-350-7873 F1

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Complete Big Stuff 3 Fuel injection setup. I bought it used for my Tall Deck 580 BBC and had great intentions on installing it but never got around to it. This came off a running 605 cubic inch BBC motor. This is a complete set up that only needs one \$20 sensor from Lordco which I will supply. Injector size is 75lb. Will make up up about 1200hp max with existing injectors. The previous owner gave me a notebook and CD with it. Located in Armstrong BC. I believe the Big Stuff 3 Fuel injection is capable of 3000HP. Feel free to text or call. I am willing to ship on your dime. Located in Armstrong BC. \$4,000 for everything (250)-306-4888 Kenny J2

Fully Rebuilt Chevy 350 Vortec, Complete Carb to Pan, Vortec Cylinder Heads, Hydraulic Roller Cam/Lifters, 4.030 Piston Set, Moly Ring Set, Shorty Street Rod Header Set, March Pulley & Alternator Bracket, Holley Carburetor, HEI Distributor, Edelbrock Vortec Air Gap Intake Manifold. This Engine has been run and broken in on our engine run stand, 300HP, 350 TQ, \$9999, pm or call (403) 934-6256 M1

Indy 9.8 deck Aluminum Big Chief Blower Manifold , Includes burst panel and billet deflector. Very little use , like new condition. \$1250 us dollars plus shipping Call Tony 416 948-8255

Race radios a pr. Complete For driver and crew chief . Complete with case Barely used sat in case for 2yrs Pick up Stony Plain 780-910-2843 M1

Msd power grid and 7 al new is 1600 and tax and crank sensor 600 and distributor 500 selling all for 1500 two hours use in msd stuff and distributor and crank sensor came with motor \$1500, make an offer 250-878-0415 Bob a1

Brand new Patriot Exhaust #H8047-1 Silver Ceramic Coated Polished Full Length 18 ga. Headers. 1-5/8" dia, with 3" collectors, will fit most SBC in GM A-Body 1964-72 (chevelles) 67-81 Camaros; Full size 64-up Belairs , Novas .etc. The Metallic Ceramic Thermal Barrier (MCTBC) is good to 1600 deg. F. Trail fit one side only in my lowered Chevelle, & hung too low for my liking of speed bumps. Langley BC pick up or will ship. \$595, (604) 831-8370 a1

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. Located near Devon \$1500, call 780-297-0667 M1

McLeod RXT 1000 dual disk clutch 1-1/8. 26spline 70% left on clutch disks. All hardware included. Plastic pilot installation tool included Clutch pedal feel is same or less than stock, great driving assembly for anyone under 1000hp mark! \$750, Dual part number 6918-07 6921-07 Adapter ring will fit 10.5" bolt pattern for small block Chevy(SBC) and big block Chevy(BBC) flywheels Will also fit 5.4L ford, 2007-2010 GT500 mustang. Steel (168T) balanced SFI billet flywheel \$150. Call Chris 587-777-9526 F1



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Ford 9' Strange lightweight spool #D1555 for 35 spline axles. \$150. Located in Lethbridge Ab call 403-308-1730 J2

GM T5 Borg Warner 5 speed manual transmission for sale. It's out of a 83-88 V8 Camaro and the ratios are 2.95, 1.94, 1.34, 1.00, 0.62 . It was disassembled inspected and resealed. Comes with brand new aluminum bell housing fits Chevy V8(350). Call or text Darren 403-627-9150 Asking \$1000 J2

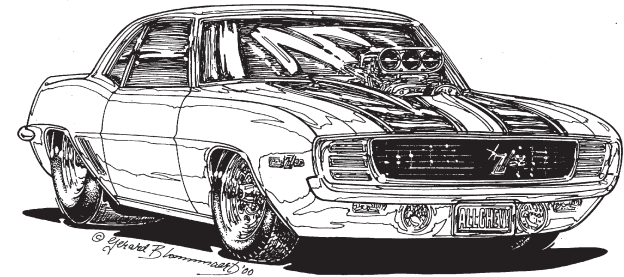
New BG 4 port regulator 170023 \$200 Moser alum 9' centre sec 40 spline spool, needs new gears \$1000 Sunset 2' spacer for 4500 carb \$200 6 Driven XPO OW Synthetic \$120 1 double beadlock 16x16x5 4-3/4 bs \$600 Moser 9' rear out of 07 American Dragster with 40 spline gundrilled axles \$1000 Chrome overflow tank \$75 New Chev CSR HD flexplate SFI out of date \$100 2 Snap On chairs \$100 2 sets of dragster weight bars \$125 per set Joe 780-554-7271 J2

Centerline drag race wheels! SFI 15.1, drag race legal for 6.00 seconds or slower. 16x16, 5 on 5.5", 4.75" backspace. Currently has Goodyear tubes and liners with used Hoosier slicks installed, 34.5/17.0-16 C2055. Tires were new in 2017, last down the dragstrip in Aug 2021 and went 5.94@ 242 mph, 17 quarter mile passes on them total. We were keeping them in the trailer for spares, only selling wheels due to rule changes, \$1000 obo, email n_sitko@hotmail.com, or phone 780-910-7129. M1

DART Big M block, tall deck, billet caps(NEW) Retail (4026.80 usd=5430.82 cad) Sale-\$4800cad DART 18 degree aluminum bare heads. (USED) Retail (5972.12usd=8060.78cad) Sale-\$6000cad for pair obo.(heads sold assembled) TRE dual carb sheet metal intake(USED) Retail (2400usd base price=3235.40cad) Sale-\$1700cad obo.(SOLD) JE 14.1, 18 degree forged pistons(NEW) Retail (1217.18usd=1642.87cad) Sale- \$1300cad EAGLE H beam rods with L19 bolts and esp(NEW) Retail (600usd=808.85cad) Sale-\$700cad

JESEL 1.7 Pro aluminum 1.7 shaft rockers, arp hardware(USED) Retail (1975.99usd=2664.13cad) Sale-\$2200cad obo. Ron's Terminator alcohol injection system. Dual billet throttle body 2950cfm. Billet pump etc. Base Retail (3286.50usd=4430.79cad) Sale-\$3200cad obo. There's a lot of money here in parts! Over 25k Canadian to buy new. Included arp hardware, valves, valve springs with heads. carb linkage with intake. Prices as advertised. Any questions feel free to ask, I'll try answer anything I can. reason for selling is I sold my big tire car and don't plan on finishing. Shipping available at buyers expense. Winnipeg MB. 204-296-7952 A1

NEW Carbon Fibre wheel tubs, 40" diameter and 15" wide. These were installed in a car I bought, they're new but have been cut down in width. Still have the clear film protection on them. These are the good quality ones with the internal liner. \$1000, Call or text 780-499-6179 A1



2- Nitrous Outlet 4500 Stinger Plates. Comes with Nitrous Pro Aluminum body Solenoid 12 Amp draw and Pro Aluminum Fuel Solenoid 5 amp draw. 50- 600 HP shot. \$500, Call or text 780-887-6913 M1

Vintage BBC SQUARE PORT Crower fuel injection intake staggered stacks linkage barrel valve \$1800 obo also have pump and timing cover additional \$750 will not sell pump and cover separately only injection system this is not a street usable this is race application only call 780- 604-8107 M1



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427 Big Block Chevy Iron (Fresh) Close Chamber Heads Oval Port (Iron) Speed-Pro Pistons #L2239NF-060 Eagle Connecting Rods #CRS135ED 4 Bolt Main Steel Crank ATI Super Damper Comp Cam Roller #11-717-9 Comp Cam Chrome moly Rocker Arms Strip Dominator Intake Msd Crank Trigger 850 Holley 4 Barrel Meziere Water pump #WP1150S Dragster Oil Pan with Diaper Power Glide Trans Turbo Splined Input Shaft Trans Brake TCS 9 In 5000 Stall Converter Made For 1/4 Inch Mid Plate Tag Weather Station \$10k for all, call Todd 306-631-6828 J2

Mild steel 2"x3" Alston front clip for a racecar or street project. The upper bars are 1 5/8" and the main rails are 20" inside and 24" outside. Comes with Strange 4 piston brake calipers and hubs, hard lines and braided brake lines. Bolt pattern is 5 x 4 1/2" and 5 x 4.75". Comes with Pinto rack and pinion installed. Koni adjustable shocks. I'm going to be going to a strut front end and will be cutting it off this weekend. \$1750.00 Call or text 403-805-8075. J2

MSD billet distributor for SmB or BB Chev. # 85551. Comes with new cap and rotor and used brass gear in good condition \$350. Located in Lethbridge Ab 403-308-1730 M1

New Miller Mig Gun 15ft fits 200-250amp welder \$175(SOLD) Mallory Mag buzz box \$75, Proform mini spring tester \$150, Moroso valve spring comp-tool \$165, Moroso valve spring tester \$150, Aluminum adjustable AN wrenches \$60 each or 2 for \$100. All parts are new. call Tony 416 948-8255 M1

Vintage Edelbrock TR2X tunnel ram with 2 matched and fully rebuilt Holley 600cfm carbs. Scoop included, ready to go. Just taken off my dragster (mild 454) but could easily be used on a street car too. The intake is rec. port, but will work fine on large oval port heads as well. \$1,650

PM or Text Riley @ 306-881-1654

Glide, Dedenbear case cert is up though trans is fresh only was in my dragster but never got to run it, selling everything so fresh 2 speed glide with puke tank. 180 gear 3500 obo Brian 780-288-5026 A1

Induction solutions Sledgehammer Plate system, no bottles or main feed line, just plate and all appropriate Solenoids Tuneup sheets and Jets from 250hp to 678hp in 50hp Steps. Last sent back in 2018 and full freshen up was performed. Has had new solenoid rebuild kits recently installed. Comes with spare trash can solenoid rebuild Kits. Really nice and cared for set up, its proven fast!!! \$850, call Jason 604-779-2495 M

PSI Magnesium Injector hat with billet aluminum lip. Has additional diverter plate that someone added. \$2300cad shipping included. Located in Alberta, Canada 780-2-zero-7-1294 F1

850 holley double pumper carb. List number 4781. Carb is in good condition but will need to be rebuilt. Asking \$250 Canadian. Located in Kamloops BC Canada. Willing to ship at buyers expense. Call or text 250-319-5501

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Pair of Holley 660 carbs for sale. Carbs would need to be rebuilt. All parts are there. Throttle shafts are in good condition. No cracks in the baseplates. Asking \$800. Located in Kamloops BC.
Call or text 250-319-5501

J2

Chris Alstons Chassis works torque arm kit for 82-02 camaro, comes with cross mount for Ford 9 inch, but with a little fab, brackets can be made for any application. Comes with crossmember and link arms as well as diff and frame mounts to build the lower links
Located in Calgary \$700 obo Dave 780-915-9084 J2

SFI bell housing for SBF Ford C4 transmission new 2years left on certification \$250.00 call text message 780-518-8030

J2

I'm selling my ready to mount V-1 Vortec procharger set up with power steering relocation bracket and pump for a SBC throttle body motor. Has extra injector plate and computer for the extra injectors along with an oil pan for the return oil line.
I bought it for a project that isn't going to happen now. I also have a set of rebuilt vortex heads that would work great with this set up. \$3000
Text me at 780 915-2304.

J2

2 Pro systems SV1 carbs drilled for 4500 and 4150 base. Both 1230 xfm carbs. Not tunnel ram carbs. Set up for c16. \$800 EACH Also have a new in the box Holley 1425 Dominator \$1600 403-929-0221

M1

Mag base for 350/455 Oldsmobile 250, Mallo
CALL 403-382-0685

M1

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 Oldsmobile dual starter bosses)
PHONE for more information: 403-341-3708

A1

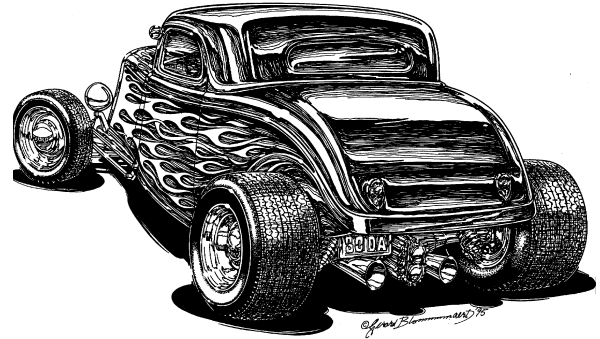
Racepak smartwire set up complete with switch panel,cables and new spare smartwire switch panel. No more fuses and relays new set up over \$3k US.
\$1500 MSD digital 7 boxes 7531 and 7530t with traction control. \$425 each box MSD 7550 launch and rev limiter hand held box. \$150
MSD digital window switch 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

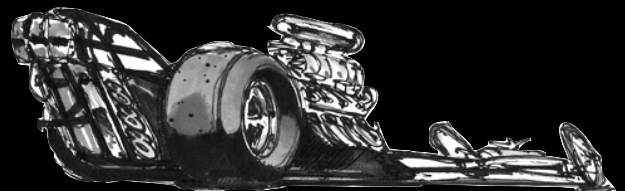
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NHRA Nationals

Tim Wilkerson (Funny Car) Dallas Glenn (Pro Stock) and Gaige Herrera (Pro Stock Motorcycle) also won at the sixth of 21 races during the 2023 NHRA Camping World Drag Racing Series season. It was also NHRA's first race at Chicago's Route 66 Raceway since 2019.

Millican delivered a run of 3.801-seconds at 328.94 mph in his 11,000-horsepower Parts Plus/Rick Ware Racing dragster to slip past Hart's 3.808 at 324.28, handing the driver his first victory since 2018, which also took place in Chicago, and Rick Ware Racing its first NHRA win. It's the fourth career win for Millican, who entered the weekend without a round win in 2023 but knocked off Shawn Langdon, Doug Kalitta and defending world champ Brittany Force to reach the final round.

Chicago and Route 66 Raceway continued to be a special place for Millican as he enjoyed every moment of his memorable victory on Sunday.

Hart reached the final round for the first time this season and fifth time overall.

In Funny Car, Wilkerson picked up his first victory in 33 races, with his run of 3.966 at 325.14 in his 11,000-horsepower SCAG Power Equipment/Levi Ray & Shoup Ford Mustang enough to get past defending world champion Ron Capps in the final round. It's the 23rd career win for the fan-favorite veteran and first since the fall Charlotte race in 2021. The thrilling win also gave JCM Racing its first Funny Car win after Wilkerson joined the organization in the off-season. He reached the final round by racing past Blake Alexander, Alex Laughlin and John Force, making his best run of eliminations in the final round against Capps. The victory also bumped him to fifth in points, with Matt Hagan maintaining the points lead despite a first-round loss.

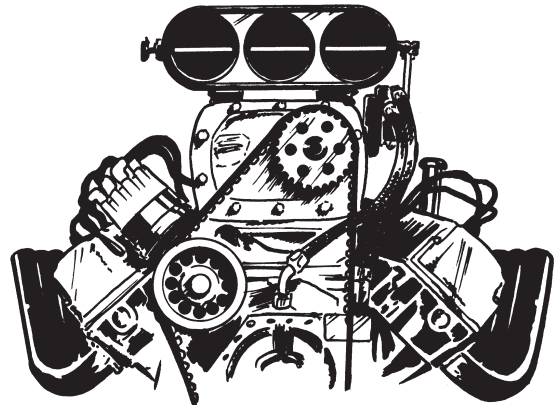
Capps, who won the Mission #2Fast2Tasty NHRA Challenge on Saturday, defeated Terry Haddock, Bob Tasca III and Chad Green to reach the final round before his chutes deployed at about half-track against Wilkerson. It's the third final round appearance for Capps in 2023 and the 143rd in his career. He also moved to second in points.

With his car continuing to perform at a high level, Glenn again made the most of it during Pro Stock

eliminations, as the points leader got past Deric Kramer in the final round with a pass of 6.562 at 209.95 in his RAD Torque Systems Chevrolet Camaro. That gives Glenn three wins this season for his KB Titan Racing team and the seventh in his career. After setting a track record to qualify No. 1, Glenn got past Chris McGaha, teammate Greg Anderson and Jerry Tucker on Sunday to reach the final round.

He put together another consistent performance in the final round against Kramer, cruising to another victory and strengthening an already commanding points lead in the loaded Pro Stock category.

Kramer advanced to his second straight final round this year on the strength of round wins against Mason McGaha, Cristian Cuadra and Aaron Stanfield



Route 66 NHRA Nationals JOLIET, ILL. Finals

Top Fuel -- Clay Millican, 3.801 seconds, 328.94 mph def. Josh Hart, 3.808 seconds, 324.28 mph.

Funny Car -- Tim Wilkerson, Ford Mustang, 3.966, 325.14 def. Ron Capps, Toyota Supra, 4.110, 261.83.

Pro Stock -- Dallas Glenn, Chevy Camaro, 6.562, 209.95 def. Deric Kramer, Camaro, 12.594, 69.83.

Pro Stock Motorcycle -- Gaige Herrera, Suzuki, 6.717, 201.25 def. Chip Ellis, EBR, 6.791, 200.26.

NHRA Nationals

Competition Eliminator -- Ryan Priddy, Chevy Camaro, 6.511, 200.89 def. David Billingsley, Camaro, 8.074, 165.40.

Super Stock -- Irvin Johns, Chevy Cavalier, 9.428, 139.07 def. Brad Zaskowski, Chevy Camaro, Foul - Red Light.

Stock Eliminator -- Chris Vang, Chevy Camaro, 8.568, 157.32 def. Andrew Hill, Camaro, 10.576, 125.40.

Super Comp -- Devin Isenhower, Dragster, 8.901, 182.62 def. Rock Haas, Dragster, 8.920, 168.98.

Super Gas -- Steve Hoyt, Chevy Cavalier, 9.909, 178.52 def. Mitch Withers, Chevy Corvette, Foul - Red Light.

Super Street -- Steve Domingues, Chevy Camaro, 10.873, 147.26 def. Phil Smida, Chevy Cavalier, 10.858, 143.32.

Top Dragster -- Wayne Sleger, Dragster, 6.182, 229.08 def. Zach Sackman, Dragster, Foul - Red Light.

Factory Stock Showdown -- Lenny Lottig, Chevy Camaro, 7.681, 179.21 def. Doug Hamp, Camaro, 7.746, 178.24.

Pro Modified -- Jose Gonzalez, Chevy Camaro, 5.769, 249.76 def. Kris Thorne, Camaro, 5.767, 250.46.

Mountain Motor Pro Stock -- Richard Freeman, Chevy Camaro, 6.269, 225.79 def. John Montecalvo, Ford Mustang, 6.277, 225.07.



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1/8 Mile Bracket Racing @5pm to 9pm

Sunday June 4

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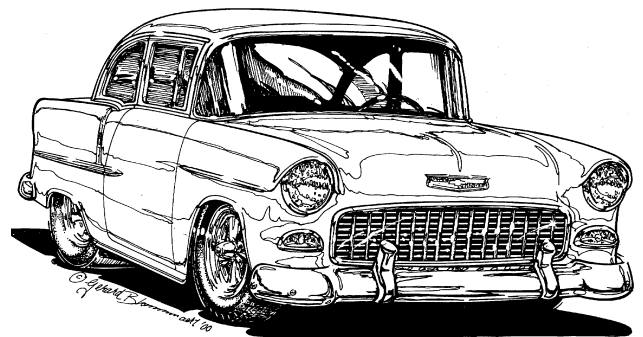
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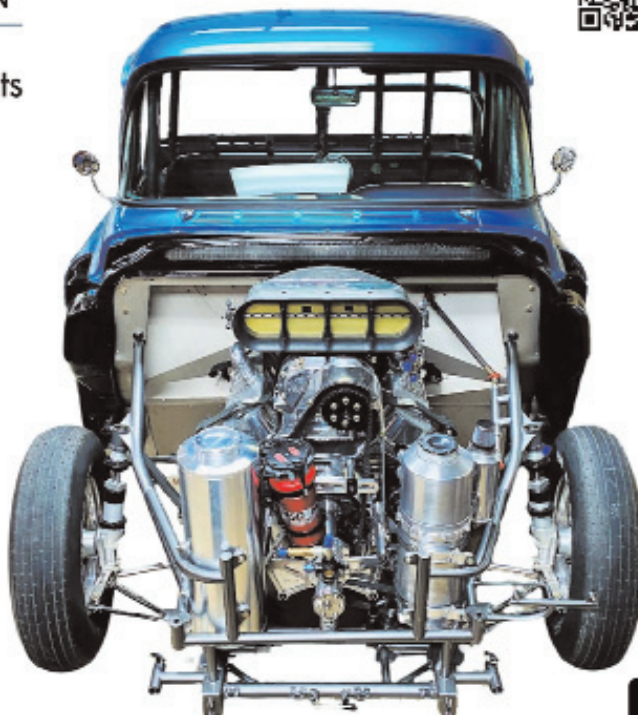
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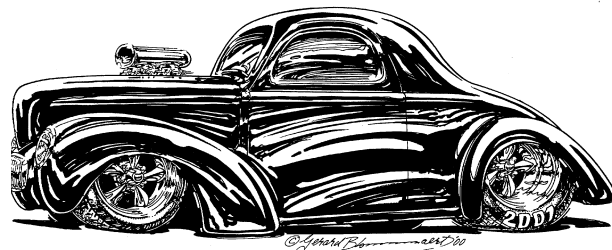
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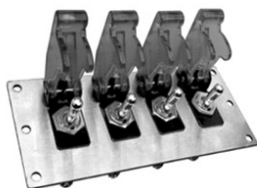


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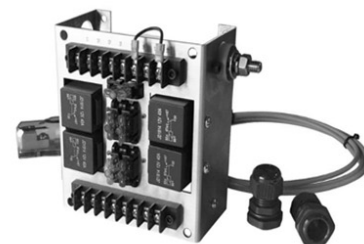
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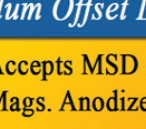


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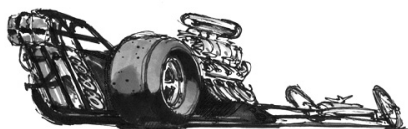
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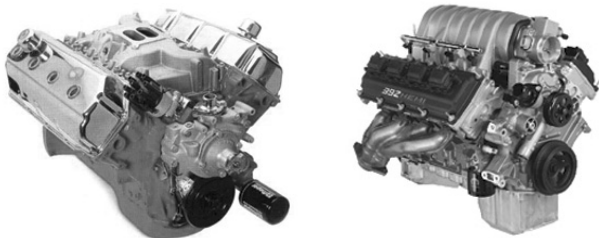
1989 Mustang with a 1979 front clip. Originally a California car, no rust. No accidents. Approximately 1500 KM on the build. Custom built Kuntz 347ci with Ford SVO big bore boss block, scat crank & rods, lunati cam, AFR aluminum heads, Vortech V-3 supercharger, Holley Terminator fuel inj, Mac headers 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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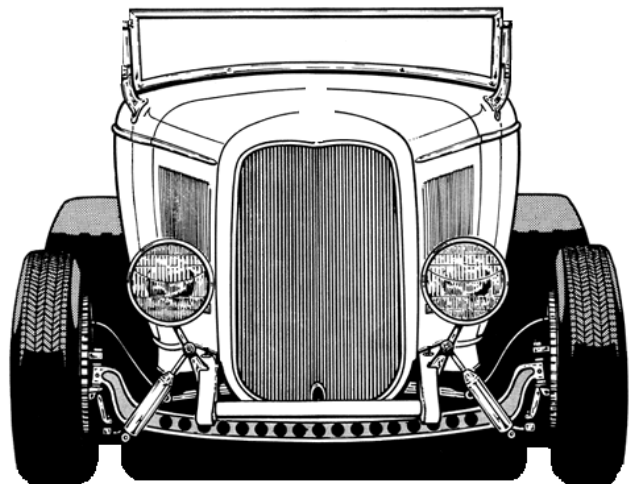
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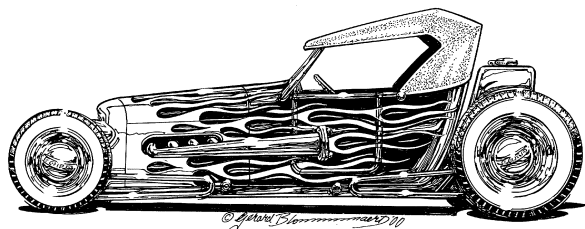
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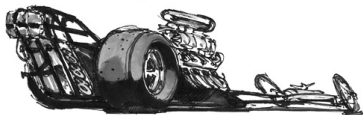
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m1



1971 Nova, original buckets console car. Have 350 engine, no trans (originally a TH350) no rust in the floors or trunk. Small amount of rust shown in the pictures around rear wheel well lips. All original interior is there. 10 bolt rear end. Painted and re-sealed. Front clip painted with drop spindles & MBM power disc brake kit. Smoothed firewall. All new energy suspension bushings in front control arms, have energy suspension body mounts and rear leaf spring bushings. No Hood. US Mags wheels 17x8 and 20x8 with almost mew rubber. Have all original parts except hood. No windshield or rear window glass. Side glass in excellent shape. Vintage Air under dash A/C & heat unit with controls. Ton of work invested, body in primer. Too much to list. This car has been in the family since 1991. \$12,500
Message or text 780-777-2195

J2



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



1969 Nova Round tube chassis to cross member and 2x3 over rearend. Strictly Drag Race Only Blue metallic paint(decent with some small chips) Strange front struts Weld Wheels All fibreglass except roof and quarters. Car is light Certified 8.50 (Needs recert) Dana 60 35 spline axles 4.56/spool. 32-14.5 Double adjustable coil overs Ladder link rear Set up for alcohol or convert to gasoline easily. Set up for power glide. Full electronics and gauge package. \$19,500 Rolling Fresh glide 1.76 .Pro brake Deep alum pan. TCS Pump.6 Clutch matching TCS converter. Converter still in box and full rebuild on tranny.\$3500.00 427 Race SBC complete Brodie 18 degree heads. T and D rockers. Bowtie block 4340 crank 4340 H beam rods 15-1 compression Ron's alcohol injection Crank trigger and MSD Dist. Moroso Vacuum pump. 750 Horsepower NA \$10,500 Intake and Pan off for inspection. Package deal \$30,000 for all Will include everything to complete car turnkey. Call 250 300 5571

M1



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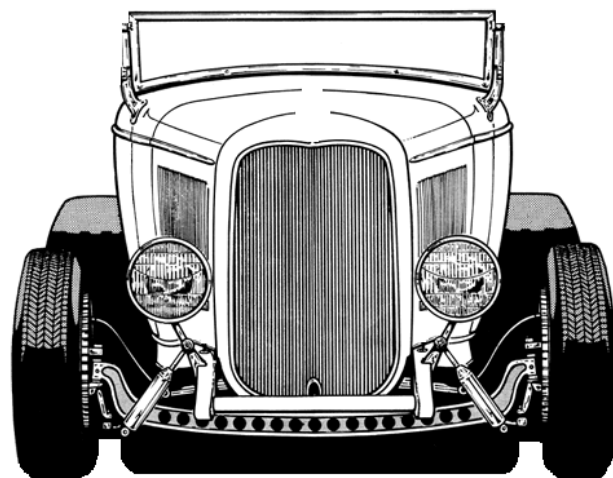
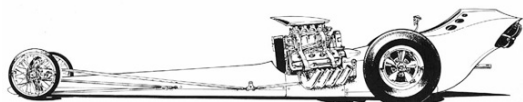


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When I was young, in my twenties, getting old did actually cross my mind, for a millisecond. I didn't give any thought to what it would really be like though. I was busy thinking about first round, worrying about whether I would cut a good light, and whether I would make the right decisions on the car. That is all that mattered. Although not extremely old now at 56 (I can order off of the Seniors menu at most restaurants though), a lot has changed from 30 years ago that I hadn't even considered.

The biggest change came 10 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 are 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.



Nitro Tales

Ken Sitko

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 am not comparing myself or my teams to any sports legends in any way.

I do wonder though, if they experience the same let down 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.

Kenny



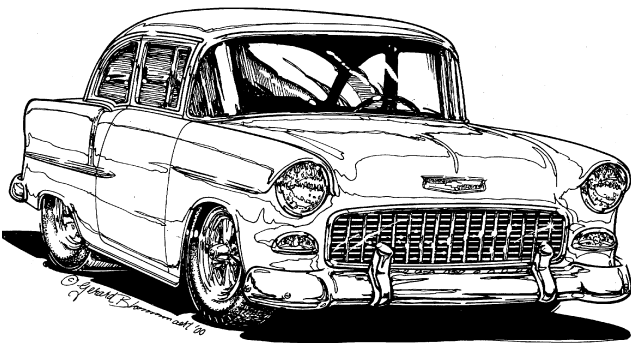
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J2

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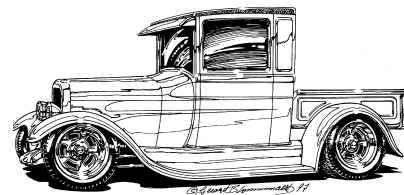
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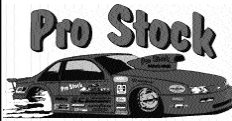
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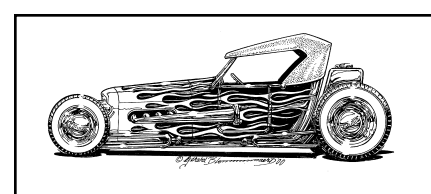

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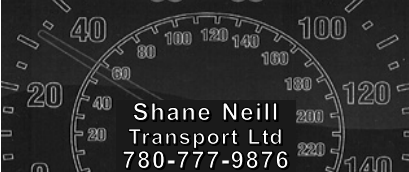
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