

Canada's Performance Magazine



JULY 2023
Volume 29, Issue 7

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SOME DRAG FACTS

"1984: Don Garlits tops 260mph. The AHRA, so influential in its day, closes its doors.

"1986: Garlits tops 270mph in his streamlined Swamp Rat XXX. A year later, SRXXX was enshrined in the National Museum of American History. The path from outlaw drag racing to full-on acceptance by the establishment was complete.

"1987: Pro Stock Motorcycle is now a top-level category; Dave Schultz is its first champion. Don Garlits tops 280mph in his top fueler.

"1988: Eddie Hill becomes drag racing's "four father" (see what they did there?) by being the first man out of the 5s, racking up a 4.990 at an IHRA event in Texas. Soon after, Gene Snow ran the first four-second NHRA run. Don Prudhomme lowers the Funny Car ET record to 5.30.

"1989: Connie Kalitta becomes the first driver to top 290mph in Top Fuel. Prudhomme breaks the 5.20 mark in Top Fuel. Power from a top-level NHRA nitro-fueled, blown V8 is around 3,000hp.

"1990: Battle of the Imports, the first all-import drag race, is held at LACR in Palmdale.

"1992: Former Funny Car pilot and Top Fuel convert Kenny Bernstein records the first 300mph pass in NHRA history.

"1993: Jim Epler records the first 300mph Funny Car pass, while Chuck Etchells is the first Funny Car pilot in the 5s, with a 4.98 e.t..

"1994: Kurt Johnson runs the first sub-seven-second Pro Stock pass at Englishtown.

"1996: Kenny Bernstein is the first to win World titles in both Funny Car and Top Fuel.

"1997: Warren Johnson, Kurt's dad, records Pro Stock's first 200mph pass. A new sanctioning body, the National Electric Drag Racing Association (NEDRA) is the first exclusively-alternative-power quarter-mile sanctioning body.

"1998: The IDRC (Import Drag Racing Circuit) arrives to cater to the newly-emerging power-mar four-cylinder crowd.

"1999: Top Fuel driver Tony Schumacher shatters the 330mph barrier in Phoenix. Battle of the Imports sees the first front-wheel-drive 9-second pass, a tube-frame Honda Civic driven by Stephan Papadakis. Not long after, Ed Bergenholtz ran a 9.87 at an unsanctioned event in his full-interior, unibody, front-drive Honda CRX.

"2000: NHRA again worries that its cars are getting too quick, and mandates a fuel blend with only 90-percent nitromethane. ESPN covers all national NHRA events.

"2001: NHRA introduces its Import Drag Racing Series with a six-race schedule. A twin-turbo-V8-powered rear-drive Toyota Celica becomes the first sport-compact-class car to exceed 200mph.

"2002: John Lingenfelter pilots the first front-wheel-drive car into the 6s, a Chevy Cavalier that went 6.993 at 197.67mph



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"2004: Gary Scelzi becomes the first Funny Car driver in NHRA history to eclipse the 330mph barrier, with a 330.15 second run in Chicago. NHRA dials the nitro back further, to 85 percent, an unpopular move with car owners.

"2005: A new grassroots sanctioning body, the NHRDA (National Hot Rod Diesel Association), is created to push the limits of diesel-powered vehicles.

"2006: J.R. Todd becomes the first African-American to win a Top Fuel race. The official NHRA Funny Car quarter-mile speed record became-and still is-Jack Beckman's 333.66mph.

"2008: Hearing owners' grievances, NHRA re-instituted the 90-percent nitro fuel regulations. On-board diagnostics estimate that Top Fuel engines on 90-percent nitro now put out 8000hp from 500 cubic inches. This is the last year of the NHRA's Import Drag series.

"2012: Limiting Top Fuelers and Funny Cars to a 1000-foot track doesn't stop the progress of speed: Top Fueler Spencer Massey went 332mph on a 1000-foot track.

"2013: NHRDA records include Jared Jones' 6.64-second dragster, with Marty Thacker claiming 221+mph in his diesel-powered rail job.

"2015: The calculated power of a Top Fuel engine is now between 8500 and 10,000hp, with 6,000 foot-pounds of torque. As long as fuel and fierce competitiveness combine, drag racing will continue unabated.

West Coast Nationals

Doug Adams

Greetings Quick-Timers,
I'm back at the ranch after a few days at the 42nd annual West Coast Kustoms Cruisin Nationals at Santa Maria Fair Park and the Historic Santa Maria Inn. As far as I can remember, this event has been my go-to Memorial Day show for over 20 years. Back then the show was held in Paso Robles about an hour and a half up the coast but now, the venue is in Santa Maria a mere 20 minutes away.

Paso is a very cool place, there is a large green with a gazebo in the center of town which is surrounded by restaurants, shops and the Paso Robles Inn. In recent years the Golden State Classics Car Club has taken the Memorial Day slot vacated by the WCK, hosting a show of their own. From what I understand their show is gaining momentum and is attracting a good crowd. I might have to split my time between Santa Maria and Paso next year, just so I can see what all the buzz is about!

As the saying goes, the only thing constant in life is change. The question is are you willing to accept it or create it? Forty two years ago Rich Pichette and a group of his friends created change in an effort to expand the car cruise scene in their area. Back then Rich and wife Penny lived in a small town southeast of Riverside called Sunnymead. For Rich, Penny and their car minded friends the closest place to go and enjoy the culture was all the way in Anaheim, at Angelos Drive-In or other points west.

When you look at it in hind site it's pretty much a slam dunk. Rich, Penny and their friends had all of the ingredients that it would take to get something going in their little town. Rich and Penny owned a little burger joint called The Jet, Norton Airforce Base was very close, hence the name, they had the friends and the cars. So, cruise night at The Jet was born. From there Rich and his buddy's formed their own club called the West Coast Kustoms and The Jet was their H.Q.!

All of this info is paraphrased and gleaned from the West Coast customs website. As the popularity of the cruise night grew so did the size of the club and before long the Kustoms had members throughout California. (present day, the Kustoms have members around the world) In an effort to get the California members together the club decided to pick a destination that was in the middle of the state, Lake Nacimiento near Paso Robles was the spot and so in 1982 the saga of the West Coast Kustoms Cruisin Nationals started.

From the lake to the center of town in Paso to the current location at the historic Santa Maria Inn and the Santa Maria Fairpark the forty two year journey of the West Coast Kustoms continues!

As Previously mentioned, The Historic Santa Maria Inn is the host hotel and ground zero for all things related to the show except the show itself. I rolled into town just before noon on Friday and parked across the street from the action. Actually, that isn't correct as there was as much going on across the street



West Coast Nationals

Doug Adams

from the Inn as there was at the Inn as businesses open their parking to show goers, there were cool cars wherever you looked. Broadway is the main drag past the Inn and even though the cruise didn't start until 5pm there was a steady parade of cars cruising past. The rules are, if you aren't registered for the show, you can't participate in the Friday night cruise.

So, people that aren't registered for the show make it a point to drive the cruise route up until the roadblocks go up. It's quite a scene! After making a lap around the various locations, I had taken quite a few photos and realized it was five o'clock someplace. I grabbed a cold refreshing beverage and sat on a bench to relax for a while.

I thought of last year and how that really rare Lincoln caught my eye. Then I remembered the chopped 38 Chevy pick-up that I spotted in the parking garage. Looking around I could see cars that were beautiful, over the top paint and detail work but there wasn't one that just made me say, wow look at that...yet!

Out in front of the Inn things were picking up as the afternoon progressed. I had some time left before I needed to leave so I took full advantage of it. After a second trip through the parking garage I came out into the sunlight to find my pick of the show, sitting out in front of the Inn. A stunning early 50's Chevy custom. Did it have a wicked paint job, no! But, it had a subtle style that gave me that wow moment.

The color combination just matched perfectly and by all accounts this was a fairly plain Jane car and photos didn't do it justice.

I might just be a vanilla kind of guy but this Chevy did the trick! Saturday at the Fairpark was more of the same and it was evident that the shift in trend continues. The mild customs have been slowly making their way in and it was more evident this year. Old school muscle cars didn't fit in with this crowd.

I saw a pristine 426, cross ram, Belvedere sitting there, seemingly alone not getting one bit of attention?

It was nice to see that the vendors are back and the show seemed to have more participation and a very good quality of cars as compared to the dark days of the Pandemic.

Well gang, I'm going to wrap it up! Enjoy the photos! I leave this month on a somber note. My friend that suffered the terrible stroke didn't make it. He will surely be missed! Rest in Peace Rab!

Doug





West Coast Nationals

Doug Adams

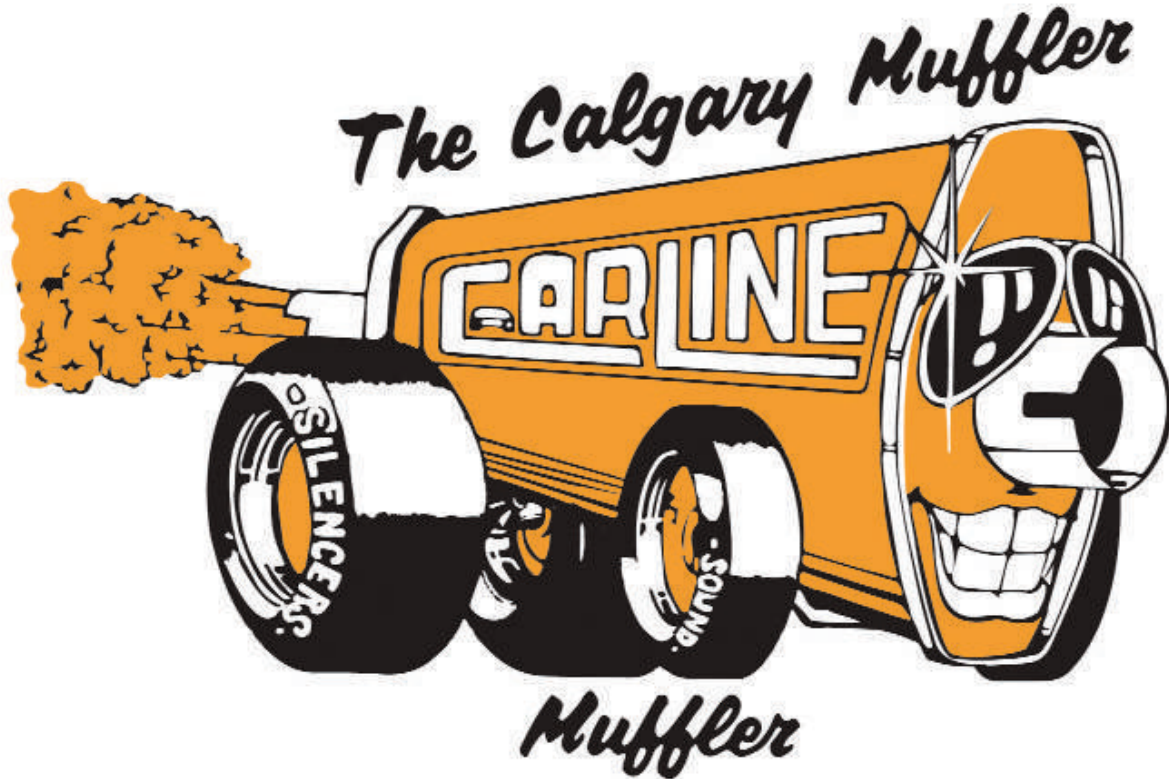




West Coast Nationals

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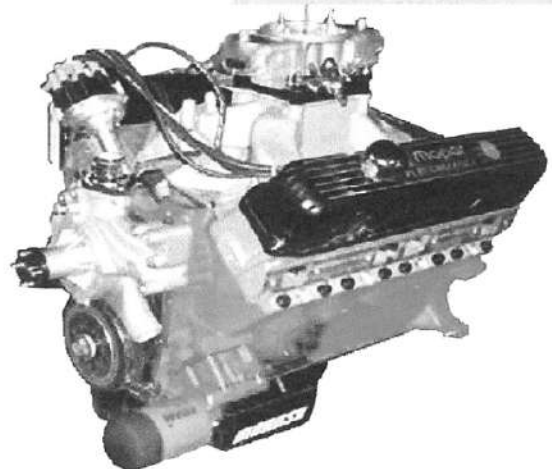
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West Coast Nationals

Doug Adams



1970 - 350 - Casting number #3970010, 4 bolt main block. Fresh build has not been run, requires proper camshaft break-in. Block has been cleaned & bored .040 over. New cam bearings and Melling freeze plugs installed. New Silv-O-Lite single valve trough hypereutectic flat top pistons - compression 10.0 to 1. Akerly & Childs file fit moly piston rings. Overhaul gasket set and rubber one piece pan gasket. Crankshaft polished with standard KING bearings. New PowerBond PB1046N - 8 inch harmonic balancer. GM oil pump, pickup, high pressure spring & Melling solid oil pump shaft. Ultra Power double roller timing set. Elgin E920P hydraulic camshaft (.480/.480) & Edelbrock lifters. Rebuilt casting number #3973370 - 64cc heads, 1.94/1.50 valves ground, Comp Cams #981 valve springs, Comp Cams retainers and machined for positive seals & new Melling rocker balls & nuts. New timing cover and tab. Edelbrock Performer dual plane manifold and chrome valve covers. Engine cradle included. Best guess 350 horsepower \$4650 call: (403)660-9747

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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

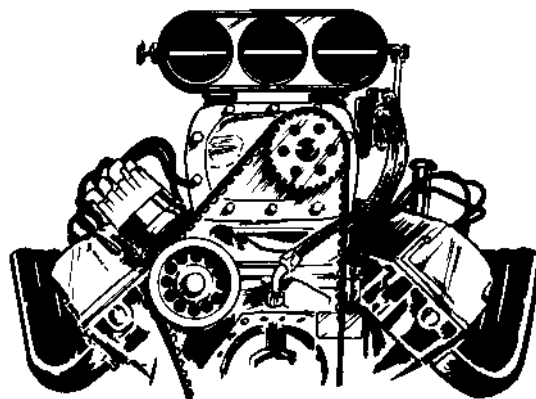
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M1

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 l 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

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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Ford 9" centre section 4.56 pro gears with spool \$1000, 1050 holley dominator carb \$800, tall bbc aluminum valve covers \$75, moroso bbc electric water pump \$100, call or text 780-870-1724 j2

New HD quill shaft for PSI supercharger. I believe this one was made by Lenco. New, never used. Found it hiding in the trailer from our long gone TAFC days, so there are a couple little surface rust spots. Make me an offer! \$200.00 Manton Pushrods adjuster screws, part# 823-03, Qty of 12. I ordered the wrong length for our setup, these are brand new. 5/16 ball, 3/8-24 thread, H-13, 1.450" long. \$200 Buyer pays shipping from Edmonton AB Canada. Call 780-910-7129 j2

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

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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

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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" col-

lectors, 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

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

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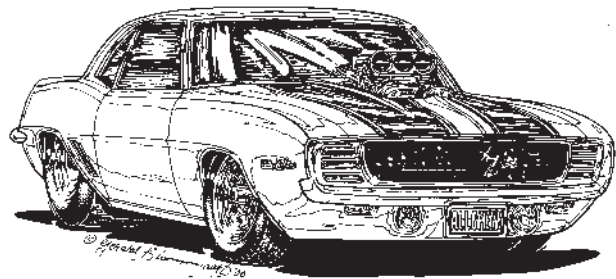
New BG 4 port regulator 170023 \$200 Moser alum 9' centre sec 40 spline spool, needs new gears \$1000 Sunset 2' spacer for 4500 carb \$200 6 Driven XPO OW Synthetic \$120 1 double beadlock 16x16x5 4-3/4 bs \$600 Moser 9' rear out of 07 American Dragster with 40 spline gundrilled axles \$1000 Chrome overflow 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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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.
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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
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J2

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M1

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M1

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'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

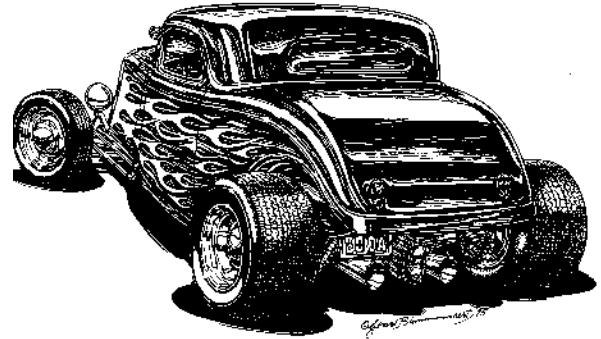
Racepak smartwire set up complete with switch panel,cables and new spare smartwire switch panel. No more fuses and relays new set up over \$3k US.
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MSD digital window switch 8969. \$125
MSD Grid boost control 7762. \$250
MSD Grid ARC module 7761. \$500
CALL 587-259-2929

F1

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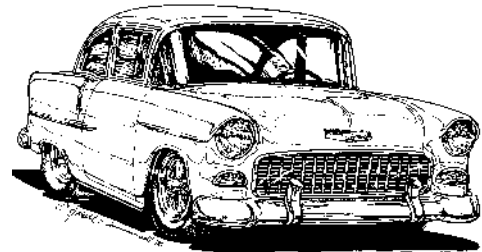
QA1 single adjustable strut with coils. Came out of a 2000 mustang. Work fine just swapped to double adjustable. 800obo 780-908-1162 M1

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Bears 35 spline pro axles, mopar Dana 60/8-3/4" bearings. These were used in a 9" housing. 5x4.5 bolt pattern. 1 is 23" flange to end and 1 is 19" flange to end. 5/8" studs. Sold all 35 spline stuff. \$450, Located in Saskatoon, SK Call or text 306-291-8709 J2

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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.



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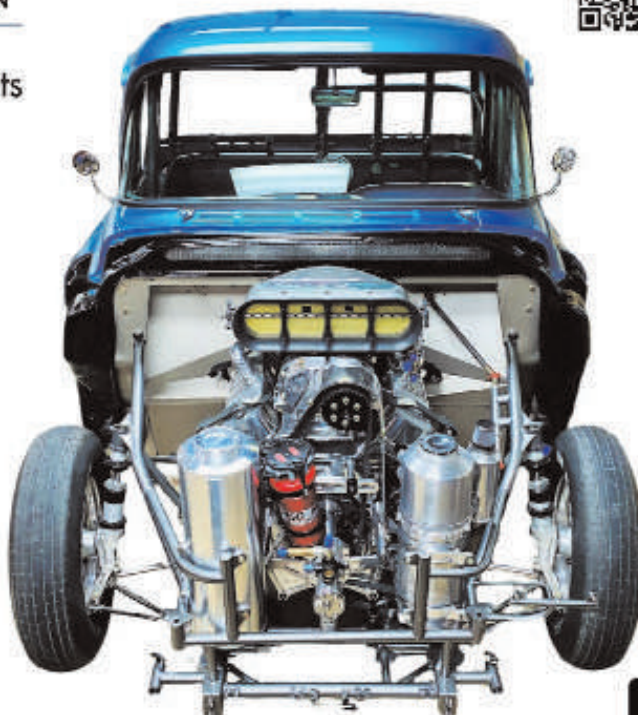
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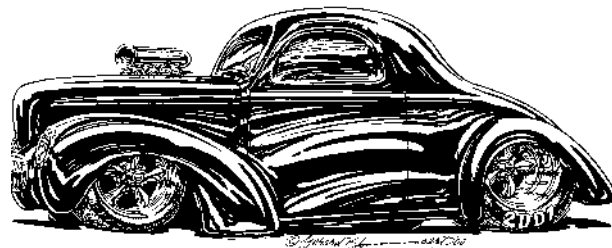
2004 Vengeance race cars , 69 Camaro TS / PM , Double frame rails , cromoly , carbon fiber body , 4 links , antiroll , full floating 9.5 fabricated housing , strange struts , liner rear wheels , racepak dash , data maxx logger , electric shifter , fire suppression , chrome wheelie bars , chrome zoomies , 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



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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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J2



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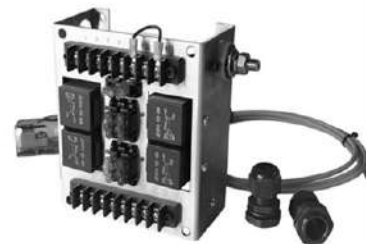
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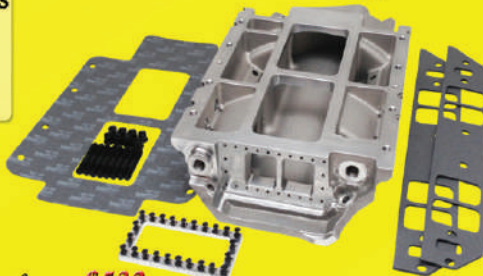
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1989 Mustang with a 1979 front clip. Originally a California car, no rust. No accidents. Approximately 1500 KM on the build. Custom built Kuntz 347ci with Ford SVO big bore boss block, scat crank & rods, lunati cam, AFR aluminum heads, Vortech V-3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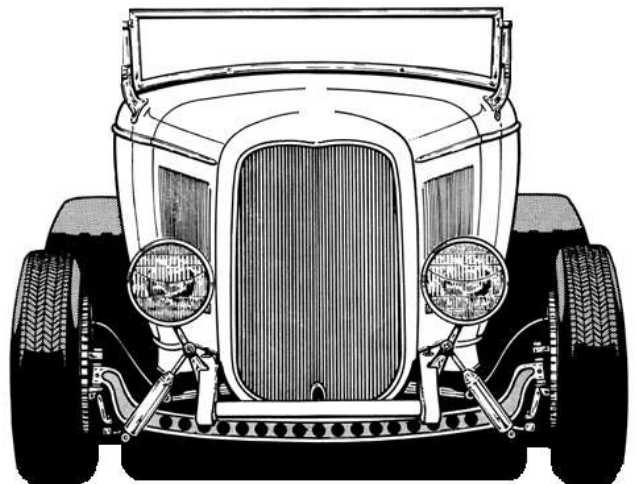
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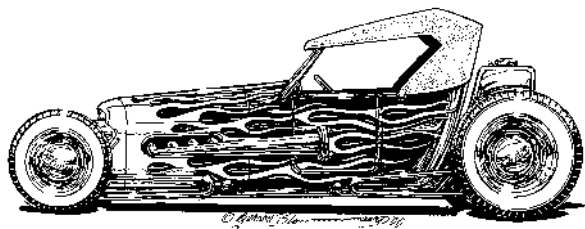
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m1



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
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J2



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M1



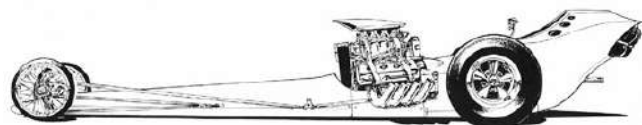
91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, Wheeled front end lift for easy loading, Body has Canards and rear wing, extra parts negotiable. Cert expired but will cert easily, Add motor, trans, and headers and go racing. 8500\$ obo. Engine and shorty Glide is also available. Call Don 403.872.0250

j2



1967 Malibu ,383 Chevy ,turbo 400 trans,12 bolt posi 4.10 gears, built for 1/8 mile and street car, line lock, MSD 6AL,,electric cooling fans and fuel pump, runs strong, drives fantastic for a mostly original car, paint has issues as it's very old, some cracks in bondo in a couple spots, recently scuffed and clear coated, clean interior but needs headliner it's original, hard to find car this solid ,located in Camrose, no trades, serious inquiries only 780-781-5493

j2



Drag n' Drive Pro Street registered 1978 Malibu, 489 BBC, AFR aluminum heads, roller valvetrain, 10.8-1 compression, forged pistons and rods, steel crank, balanced, 950 Quick Fuel carb, Aeromotive pump/reg, 350 HP nitrous w/ dedicated pump and tank, Edelbrock pregressive NOS controller, Turbo 400 w/transbrake, 10 in convertor, Gear Vendor's Overdrive, 9 inch Ford w/4.11s, locker, 4-link w/polymer bushings, , adj coil overs, cell, Ed Quay spoiler, Weld Draglites, 14x 29.5 M/Ts, Kilduff Lightning rod shifter, Autometer instruments, really nice black cherry paint, the list goes on.....car has very little miles on it since completed and drives awesome and now it's time for a new custodian, \$48,500, Call Don 403-872-0250, cars in central Alberta.

j2



1970 Chevy nova tube chassis race car. Air Brushed paint job. Wheelie bar and parachute. Steel roof and quarters and fenders. Fibreglass hood and bumpers Lexan windows and all aluminum sheeting floor and dash and fire wall.

current NHRA certified to 8.50 seconds. Car runs 9.50s @139mph naturally aspirated. Just motor. Engine is a 632 Dart Big M block. Dynoed 983HP on just motor.nitrous Express big shot plate system range 100-500hp. Nitrous timing controller as well as nitrous express ramp in controller ect

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j2

I have made a lot of runs in the various dragsters I have driven over the years, and have had some different experiences. Here are a few.

It was 1978, I had started driving an injected gas dragster the year before, and was now wheeling a Pro Comp (blown alcohol) dragster. One of the tracks we went to often was Shephard Raceway in Calgary, only a 180 mile trip. The dragster was a 1972 Don Long creation with a Hanna body, a beautiful piece. Gary Egbert was the original driver/owner/crew chief of the top fuel dragster, a few years later it was sold to my Dad George Sitko and his business partner Ron Hodgson; they campaigned the car in top fuel until 1976. While still in top fuel, we had Al Swindahl make new front and rear wings. Anyway, navigating a dragster at 200 mph down Shephard was interesting, there were a few potholes that you had to steer around, and the chute had to be out on time as the shutdown was real short. One time the inevitable happened, the chute didn't come out. When I realized that, I grabbed the hand brake to slow down, but it was too much. I caused the car to start bouncing on the big rear slicks, so I had to abandon the brake to get the car under control again. Keep in mind that this was all taking place in a few seconds, and the end of the track was coming up fast. So instead of the brake, I dumped the clutch again to let the motor slow me down (it also seems to pull the car to the ground so it stops bouncing), which worked to a degree, but I was still going pretty fast and I was out of real estate.

This must have been late summer, because the crop in front of me was 5 feet high. I pushed the clutch back in and grabbed the brake lightly and entered the field at about 60 mph. The V shaped Swindahl front wing was the perfect high speed Swather, the dragster mowed a perfect path in front of me, all I could see was a blanket of green going up the body, and over the windshield and over my head. One thought that raced through my mind at that moment was, I hope there's not a tractor out here! I don't think much of the cuttings actually stayed with the car, it shot right over the engine and rear wing. As I slowed down I pulled a little more firmly on the brake; too much and I would have probably spun the car out and done some damage. We were lucky to have no damage, and after a quick clean up, we were ready for next round. I'm glad that we all have 2 parachutes now, and better brakes.

In the 70's and 80's, earning lane choice was always a big deal. Track prep was not the science that it is today, in fact at our local tracks it was pretty well non-existent. So you would try to qualify in the top half of the field to make sure you could choose the best lane so your chance of getting through round 1 was pretty good. In qualifying, however, the lanes are picked for you for each session in order to allow everyone equal access to both lanes. I don't know how many times I have been strapped in the car, ready to run, when somebody oils the lane in front of me. I like to stay in the drivers seat because getting out and taking half my safety equipment off just screws with my psyche, I was all pumped up to go and now I have to wait.

If the cleanup is going to be long, however, or it is real hot out, it is a no-brainer. In the early days, the track crew did their best to sweep the grease sweep or rice hull ash off the track, but inevitably the surface was mostly white when they were done. I'm sitting in the car, my dad is hooking the starter up again, and I'm wondering how the hell I am going to get down this. I do an extra long burnout to get some rubber on top of the ash, back up close to the water again, and do a dry burnout to clean the tires. I am pointed at what looks like the best spot to get through this mess and am just waiting for the tires to break traction so I can react. I think those of us that live with lots of snow in the winter have a bit of an advantage; we get to practice this for about 4 months every year.

The car leaves hard, and when I reach the white residue on the track the back end kicks out a bit. I instantly back off the throttle, not all the way but enough to stop the tires from spinning. At the same moment I press the 2nd gear button on the steering yoke to pull the motor down then gently push the throttle back to the floor. I say gently, but this all happens in less than a second. The front tires are picking up the white substance and throwing it at my visor, I think some even got in the helmet. The car is lumbering a bit but starts gaining rpm again, so I hit high gear. I am still skating but making it to the finish line under full power, and am happy running a 6.90 on such a crappy surface while the number 1 qualifier was at 6.50. I am already in the show, but this was good practice in case I have to deal with an oil down in eliminations.

In 1989 I was driving the first TAD I had built myself. I had partnered with Bryan Davidchuk and Ian DeLaSalle, and we had the car running pretty good.

Nitro Tales

Ken Sitko

We all had good jobs, so when we pooled our money together, we decided we could afford the trip to Seattle for the Fall Nationals. I still didn't know much about tuning the clutch, and I thought maybe that we could run quicker if we had the right setup. I called Crower and spoke to someone there, and we were indeed quite a bit short on counterweight, we were running 65 grams total on the fingers and most of the other guys were over 100.

I added weight to the clutch, almost doubling it, which looking back now was really stupid. It might have been the right thing to do if we had made other adjustments as well, or if we had a wheelie bar on the back. I brought the rpm up high, expecting to launch hard, but instead the dragster went almost vertical within the first 60 feet. It happened so fast that all I could do is lift off the throttle, so it came crashing back to earth. Don't let anyone tell you that you can pedal back into it to soften the landing, it just happens too fast. My foot was still off the clutch, and when I smashed down to earth, but my foot mashed the throttle too.

Nothing made sense in my head, it was pretty scrambled from the hit, so I stayed in it, trying to save the run. I remember shifting second and third gears, but probably way too high, and when I shut it off at the finish line it was only then that I realized the front wheels had a huge flat spot.

As I was coasting down the shutoff I was thinking of all the things I had to fix, including the motor, which didn't sound too healthy when I shut it off. It was pretty well what I expected when we surveyed the damage, it needed new front wheels and tires, back then all the manufacturers were on the midway so you could buy almost anything you want. The motor was about as blown up as it could be, the rods were still in but all the lifters were broken and mangles.

The chassis was bent and the a-arms for the front spindles were splayed a bit at all, but it was fixable. We had stayed in the number 16 spot, so were slated to run Cruz Pedregon. I still don't know if his antics on the starting line were intentional or not, but he burned me down a full 8 seconds while I was revved at 6000 rpm. My barrel valve must have been set on the lean side, as white smoke was billowing from the pipes the longer I sat.

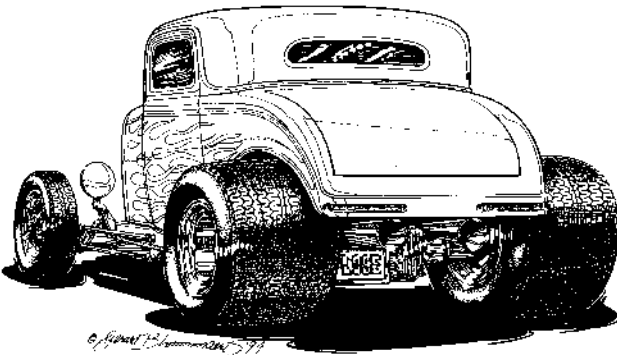
He staged and the light finally turned green, and I dumped the clutch. The motor was hot, making more power than it usually does, so I actually ran really good, a 6.45, beating my qualifying time by a tenth. Cruz ran a 6.21 or something, and beat me handily. When we got home, I cut off the front end at the foot box and built a new one from fresh chromoly. Once front halved, the car was like new again, so I don't know why I sold it. It went to a good home though in California, Larry Osborn ran it for many years.

Ken



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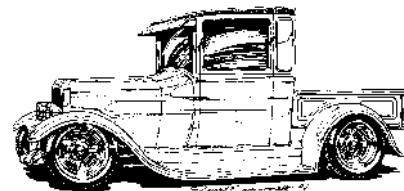
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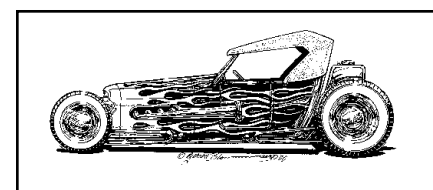
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