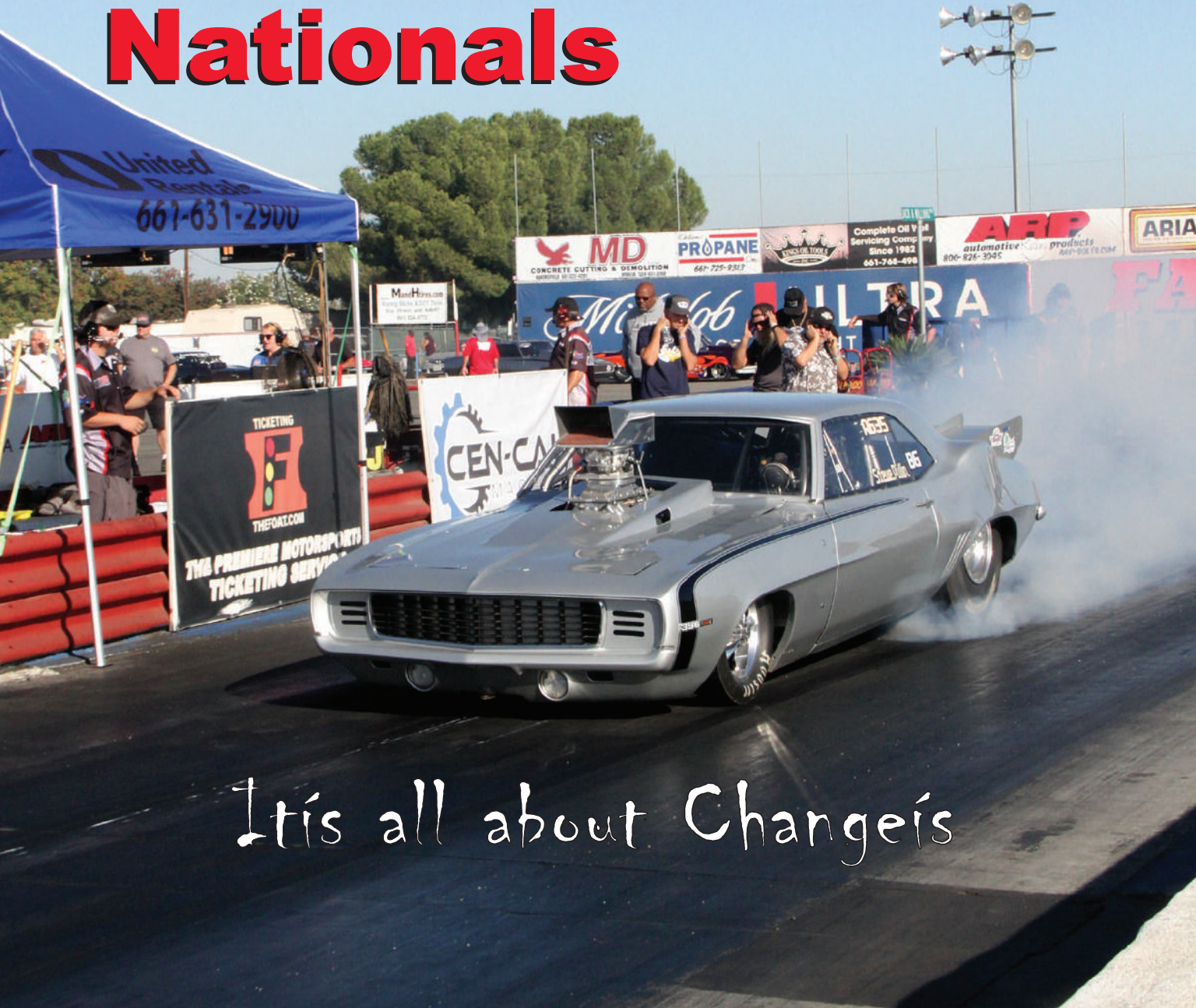




NOVEMBER 2023
Volume 29, Issue 11

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Where's the Cacklefest?

Almost non-existent again this year, Steve Gibbs had this to say on why, "This whole thing wouldn't have come about had my relationship with NHRA kind of come to a crossroads, all around the hot rod reunion events that we were doing at the time," Gibbs admitted. "I did retire from NHRA. I was a consultant working on an annual contract basis, and we came to the 25th anniversary of the Hot Rod Reunion at Bakersfield. And just the way the corporate folks decided they needed to run things differently. It finally got to the point that I just said, 'I can't do this anymore.'"

"I couldn't sign the contract they offered me. I refused to sign the contract they offered me. I had no clue what would happen next."

What happened next was Ron Johnson, one of the regular Cacklefest participants at the California Hot Rod Reunion [CHRR], stepped up with the funding to do an event exactly as the CHRR was intended be... a social gathering.

Before the October 2016 CHRR, at any given time, there could be as many as 100 classic dragsters created to push start and idle while burning nitro, a process known as a cackle, participating as a tribute to the days gone by and entertaining the fans. At the last minute, new rules from NHRA limited the traditional Cacklefest to only 40 cars allowed to fire up and only in the distance of the shutdown area and not on the return road.

Gibbs takes no joy in seeing his creation outdo his previous project because,



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as he sees it, drag racing history loses since the event is said to be primarily tied to the Wally Parks Drag Racing Museum. Watch for Nitro Revival in November, should be an awesome event!



Nitro Nationals

For decades the best in nostalgia drag racing has drawn racers, hot rodders, and fans to Bowling Green, Ky., and Bakersfield, Calif., to experience how the sport of drag racing began.

It was always Wally Parks' vision to unify hot rodders from coast to coast who were looking to measure themselves against the best of the best. The quarter-mile became their chosen measuring stick, and the cars were the stars. Now, with 30 years of nostalgia racing under its belt, the Wally Parks NHRA Motorsports Museum has announced its two 2023 Hot Rod Reunion events will relaunch as the Wally Parks NHRA Nostalgia Nationals.

The Wally Parks Nostalgia Nationals represents the final event of the season for the NHRA Heritage Drag Racing Season. The event was known as the California Hot Rod Reunion, but the reunion portion has been moved to the Irwindale Speedway in Irwindale, California.

That event is called the Nitro Revival and features many of the restored cars of yesteryear. These cars are started up and idled (called "cackling" due to the popping sound the engines make when running on the racing fuel, nitromethane).

The Wally Parks event features the actual racing portion. And is named after the founding father of the National Hot Rod Association, Wally Parks. It is the season finale and crowns the season champions in the many categories contested.

Don Macgowan

The Nostalgia Top Fuel Category (NTF), also known as AA/FD, had three winners. The first was the winner for the rain delayed March Meet, held this past March.

The event was not able to be completed, due to weather problems, so the NTF category contestants agreed to complete it during this event. Jim Murphy, one of the fan favorites and original members of the NTF class, was able to close out his career with a March Meet NTF event win. After about 40 years of racing, which included racing Top Fuel and Funny Cars in the NHRA big show series and racing the front-motored NTF dragsters, has retired from drag racing.

He retires with five March meet victories and two NTF Heritage series championship (2013 and 2017), along with four GoodGuys Vintage Drag Racing Series titles (1997-1998-1999-2003). Murphy defeated Pete Whittenberg, 5.77 at 252 mph to 5.807 at 249 mph, to claim his fifth March Meet title, as the make-up runs of the rained out event were completed in conjunction with Saturday qualifying. This tied him with "Big Daddy" Don Garlits for the most March Meet Top Fuel victories.

Whittenberg may have lost to Murphy for the make-up March Meet title, but he was by no means done. He went ahead and defeated Brett Williams, Tyler Hilton (season champion) and Frank McBee Jr. with a string of 5.70's at 252 mph to claim the event title.



Nitro Nationals

Tyler Hilton, though coming up short of winning the event, did clinch his second consecutive Heritage Series Season NTF Championship. In addition, he scored (NTF) top speed of the event at 262.85 mph and low elapse time of eliminations at 5.696 seconds (Pete Kaiser had the class low elapse time of 5.631 seconds). Unlike today's (modern rear-engine Top Fuel dragsters), these cars are all front motored.

Often referred to as "sling shots" they went out of favor (mostly due to safety concerns) by 1971, as Don Garlits showed everyone the value and capabilities of the rear-motored dragster, following his severe accident a year earlier.

Prior to the nostalgia era cars of today, the quickest front motored dragsters ran about 6.43-seconds in the quarter-mile. These new versions are technologically built stronger, safer and run quicker and faster under strict rules for safety and performance. They are very popular with the fans and bring back fond memories of the past.

In Funny Car (AAFC, NFC) it was basically the Bobby Cottrell show, as he repeated as the event winner and the season champion with his radical 1969 cloned funny car. Though he qualified third, he had little trouble marching to the final round, taking out Drew Austin, Tim Boychuck and Derrick Moreira with a string of 5.60 elapse times, claiming the fastest speeds each round.

Don Macgowan

In the final, he defeated Brad Thompson with a 5.660 at 260.46 mph, as Thompson's car suffered mechanical problems and shut off. Cottrell double upped, taking both the March Meet and the season finale events at this track in consecutive years. He also claimed his second consecutive Heritage Series Season Funny Car Championship.





Nitro Nationals

Don Macgowan

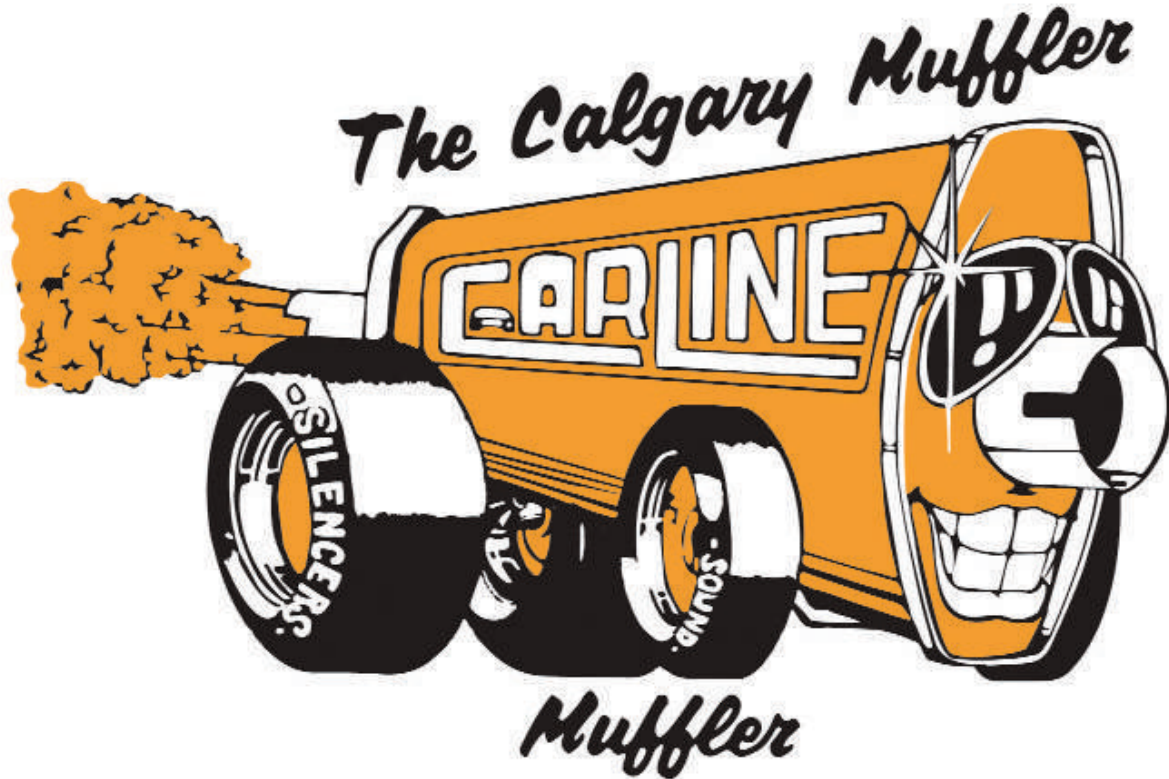




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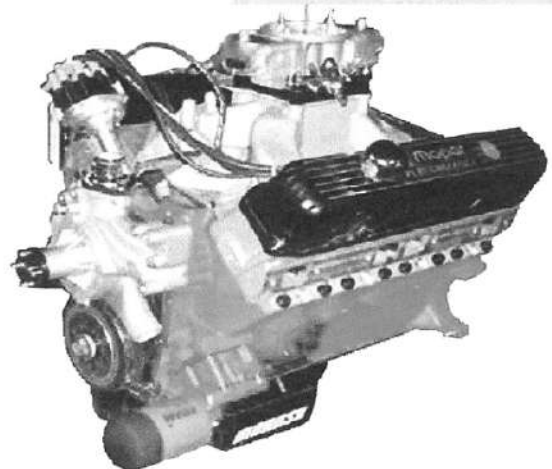
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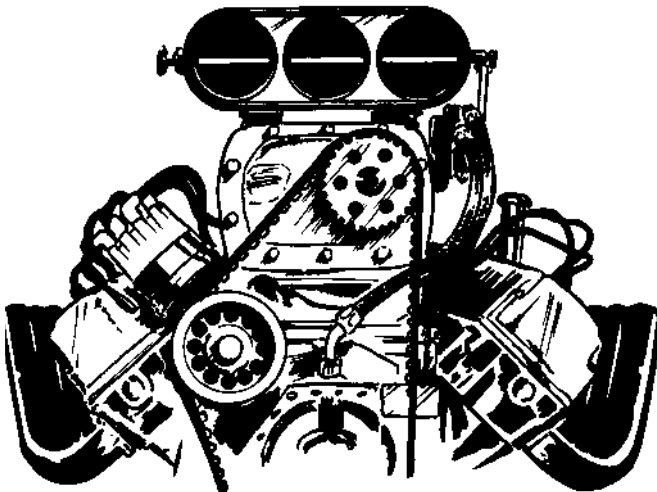
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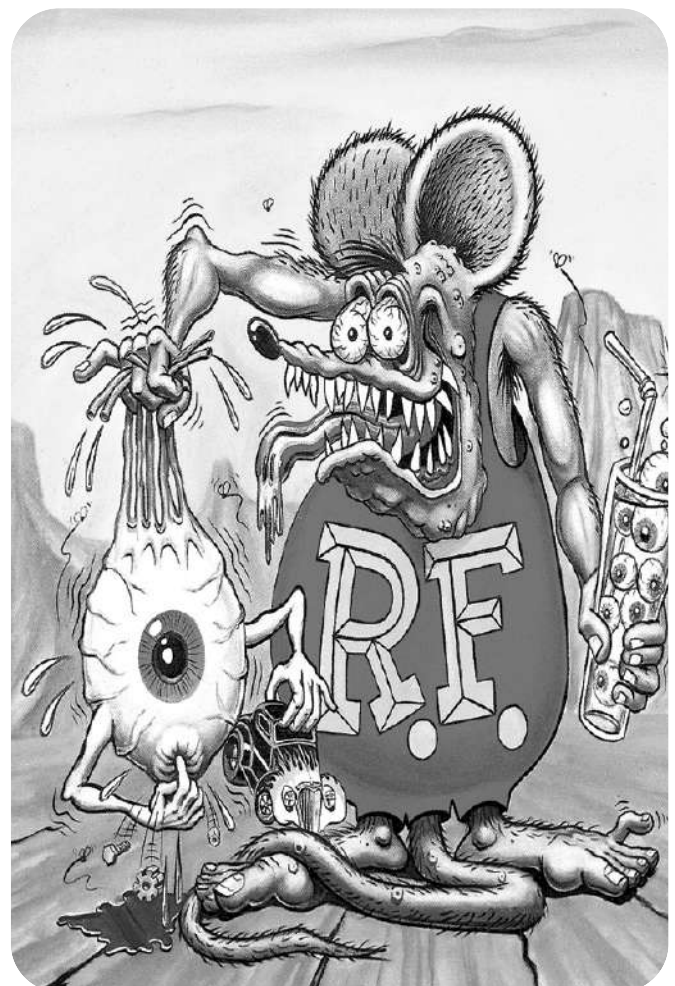
Ford 9" centre section 4.56 pro gears with spool \$1000, 1050 holley dominator carb \$800, tall bbc aluminum valve covers \$75, moroso bbc electric water pump \$100, call or text 780-870-1724

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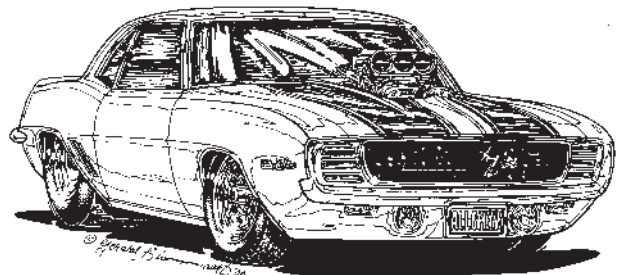
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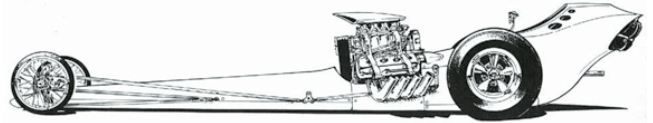
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| 007IAW405 | Gen 3 Hemi Crankshaft | 4.050" | \$943.99 |

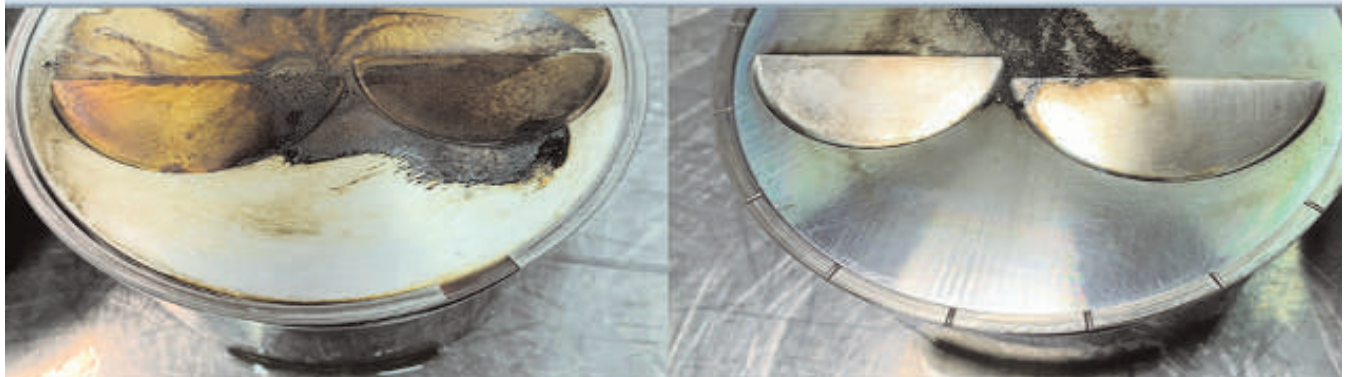
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| TR-58170 | Reluctor Ring - All 2012 and earlier | 58 | 0.170" | \$133.97 |
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BG 220 pump and billet bypass regulator. Works good. Went bigger only reason for selling. \$325CAD or \$240 USD. Dart intake for std deck bbc and dominator flange. Beautiful condition. \$450 CAD or \$335 USD Call Peter 250-801-4695

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ture. Properly applied these heads will make excellent power and are offered at a great price. CALL 780-903-1257 \$1750 obo.

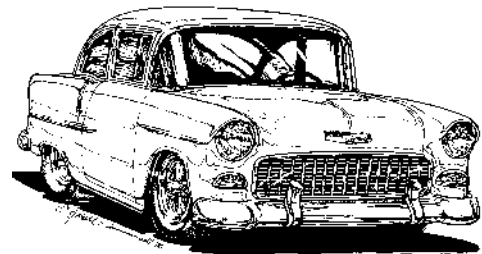
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Drill press, bench grinder, parts washer and vice, Complete set of tools Thirty foot awning All certifications are current as of June 2023 Pictures available for serious inquiries Located in Edmonton, Alberta Canada Contact: Keith Falconer 780-469-1202 or kfalcon@telusplanet.net a2



1969 Ford Mustang · Coupe · Chassis cert to 7.50, funny car cage, 4.30 pro gears in 9inch, 4 link w/double adjustable QA1 rear and anti roll bar, strut front, Aerospace components rear brakes and wilwood front, 16x33 rear tire, billet specialties wheels, 605in. bbf, enderle bird catcher mech fuel Injection on alcohol, fully prepped c6 w/5600 converter, 8.0 in 1/4, 1.15 60ft, fuel system designed for alcohol, text or email me for more info or inquiries. 403-968-7538 or jmcin101@gmail.com, \$52K, price is in cdn turn key, may sell rolling. N1

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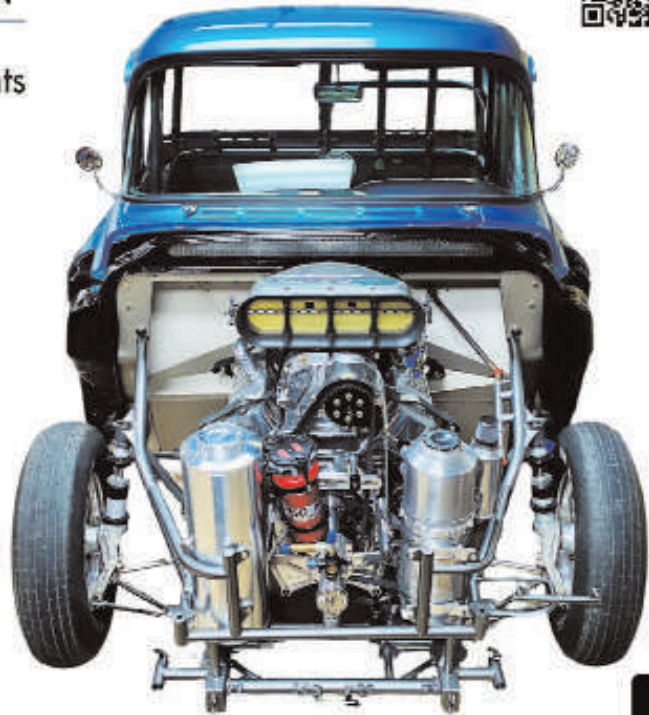
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2005 mustang Gt, 4.6, 5 speed, rear mount turbo, McLeod pro street clutch, wahl 245 pump, larger injectors etc. Pump gas tuned by Lightspeed out of red deer. Turbo and all related work done in the last 10k. Car makes 398 wheel hp and 402lbs torque. Fully loaded and over all a true 9/10. Needs nothing. CALL 403-963-0656

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2000 Chevy S10 Super Stock or Bracket -2x3 back half with ladder bars and Afco Coil Overs, 12 bolt strange axles and spool, 5.14, 10 point mild steel cage with swing out driver bar, poly buckets, drop spindles on front, adjustable shocks, 30x10.5 radials on rear nearly new (will fit up to 31x13 for sure) Brand new Moroso front runners. -TH350 trans with brake, ATI 8" converter, Bears 1350 driveshaft -Setup for small block comes with 1-7/8" fenderwell headers \$17,500 less Engine and matched converter (have ATI bracket 8" that can go with) \$15,000 rolling Chassis CANADIAN FUNDS Clean little truck. Fresh build, owner lost interest. Would be great chassis for 10.90 or Bracket as well. May entertain trades of nice GM street car or lower class low maintenance stocker. Chris at 902-956-1962 or Ed at 902-899-7735

O

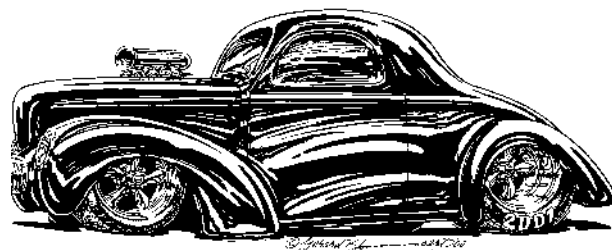
1950 Ford P-up. The truck is located in Red Deer and is registered in Alberta. This truck has a SBC 350 with a turbo 350 transmission. It has a 4 link rear suspension with air bags and a cutlas front clip with shock-wave bags in the front. It has onboard air, stereo, bucket seats, Cragar wheels with 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



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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1968 promod Camaro mcamis carbon body 25.2 double frame rail built by rh race cars ,540cid bbchev twin 91mm turbos cn billet 10.200 block,Brodix 1803 oval ports jesel shaft





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2002 Undercover dragster 235" S/C S/P T/D asking \$40,000US or \$52,000Can turn key See last picture for more details. Phone 403-502-0793 N1



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1928/29 Ford model A phaeton . Very complete car with a lot of extra parts . Motor turns over and car rolls easily. These are getting hard to find and would make a bad ass family hot rod. The body is in great condition for the age . Located in Calgary AB . Deliver can be arranged at buyers cost. Any questions please feel free to call me . 403-478-2886 \$8500



'59 Apache shortbox, V8 truck, has original 3 speed Std. transmission, no motor, original paint on the cab/box sides, Fiberglass front and rear fenders from the Fiberglass store in Edmonton (30 years ago) very solid unrestored, very minimal rust, little in the cab corners (comes with cab corner patch panels) extra hood/tailgate/original front fenders, brand new windshield comes with it, Alberta Active registration!!! won't find another Apache anywhere this solid, excellent patina on original parts, will consider older Chevy/Gmc 4x4's as trade/partial trade, \$12k serious inquiries only, located in Camrose 780-781-5493 N1

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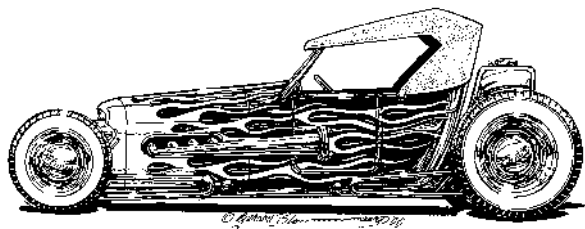


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m1



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



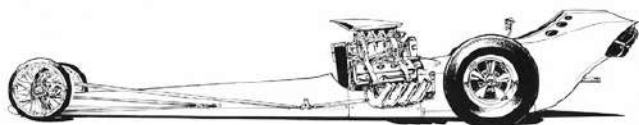
91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, 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 Located crowsnest pass\$60K, 403-563-0854 j2

Changes

Everyone's world has changed in the last few years, and in general, the drag racing experience for all of us has been no different. When I left the March Meet in 2020, we had just heard that the lockdowns were starting; we didn't race again until mid 2021. Oh, man, does anyone remember how glorious it was to be at the track again after being shackled for that long? I remember being so happy seeing friends and fans again, just soaking it in was awesome. Of course the pain was felt mostly by the grass roots racers, as we were shut right down, but the professionals had to contend with masking and distancing, it had to be difficult.

This article is not about the so called pandemic, but rather the changes it spawned. Our last race before the lockdowns was in Spokane in September 2019; we had been struggling with dropping a cylinder all that season, and it was extremely difficult to fix. I've been through this before, but we changed everything we could think of, mag, wires, ignition, coil, fuel volume. Even changing cylinder heads changed nothing, the car would go out 2 seconds, then #2 cylinder would go out and not come back. We had already run 3 races like this, on 7 cylinders, but in Spokane I made a last ditch effort and decided to raise the compression in that one hole. On our last qualifying run the car left hard and stayed lit, but unfortunately we had chute problems at half track and had to abort. We were at the bottom of the ladder and had to race Jeff Arend in the California Hustler. It was funny, I visited with the Problem Child crew before first round, and told them I found something. When asked what I thought we could run first round I said nonchalantly 5.84. Well, that's exactly what it ran, but we lost to Jeff's 5.79.

Anyway, that seemed like ancient history by the end of 2021, I could hardly remember how to start the car. The 5.84 in Spokane 2 years earlier was great, but we did hurt a lot of stuff. That didn't change much when we got going again, we were running well but hurting pistons, rods and crankshaft at a concerning rate. This year, in 2023, Nathan had been working with a new car from Hawaii, owned and driven by Derrick Moreira. Derrick needed a crew chief, and Ron Hodgson was kind enough to suggest Nathan, so it was set for the two to get together at his year's March Meet. This was the first time out for the team, and Nathan was starting with a blank slate. Knowing

what our car liked and didn't like, Nathan put a decent baseline tune in it, starting with a 6.0 pass, then 5.90 and 5.88. Derrick got to the second round of the March Meet, a very good start. Only 6 months earlier, Nathan drove the Pacemaker nitro funny car at the California Hot Rod Re-Union, filling in for a sick Ryan Hodgson, and ran his personal best, a 5.64.

Future opportunities seem to exist for Nathan, as there are possible races with both the Hodgson and Moreira cars. I guess we'll see where that leaves the Arctic Traveller funny car, but I am real happy to Nathan to get these opportunities. In addition to getting good exposure for tuning and driving some real fast cars, he is learning a bunch, hopefully that becomes beneficial to our race program.

Oh, and the best (or worst) kept secret in the Edmonton Race Scene is that the track has been sold! The new owner is taking possession now, and intends to pour a bucket of money into the facility to make it the Premier Drag Facility in Canada. I really look forward to working with the new owner, and the opportunities it will bring. I don't have any names or numbers yet, but I'll post them later in case anyone wants to inquire about race dates, facility improvements or Major Event announcements. Most of the racers knew of a pending ownership change, but I don't think anybody outside of Edmonton knew it. Personally, I am hoping that the new track management is able to get a bunch of tracks to talk and to schedule a number of points series for the different classes. This could all be done in the Canada as there are tracks in Edmonton, Medicine Hat, Saskatoon and Mission BC. It would be cool to add Spokane, Yakima, and Seattle as well. Well promoted, this would bring a new level of excitement to the racers as well as the fans.



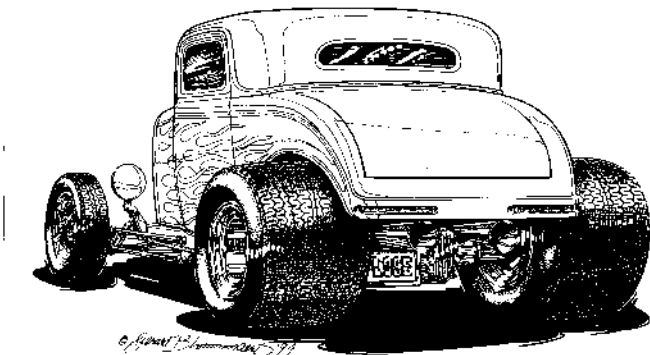
Nitro Tales

Ken Sitko



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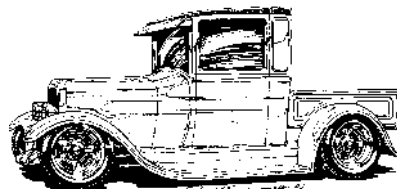
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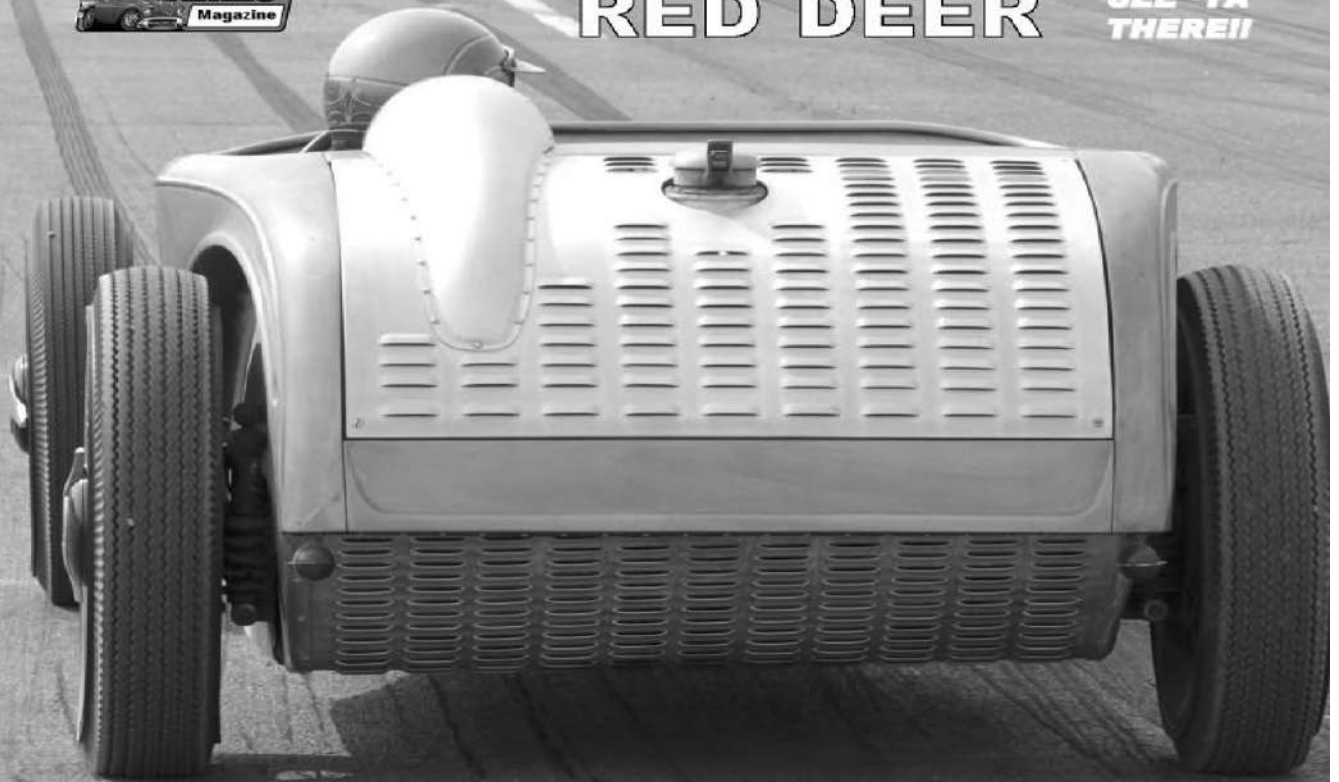
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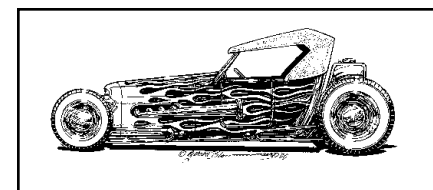

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