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Volume 29, Issue 12

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2023 NHRA Championship Results

With a name practically synonymous with professional drag racing, it's tough to believe that Doug Kalitta hasn't won a NHRA Top Fuel Championship. Well, all that changed in 2023.

After an uneventful start to the season, Kalitta really began to shine in the NHRA Countdown to the Championship. And that began with a significant milestone: Kalitta notched his 50th Wally at Maple Grove Raceway in September, before following it up with Wally #51 at the next race at the Carolina Nationals. Sandwiched between Leah Pruett at Number Three and Steve Torrence in the Number One spot going into Pomona, Doug Kalitta found himself up against Pruett in the Final Round-creating essentially a win-and-you're-in scenario.

And that's precisely what he did. Both racers had solid runs, but it was Kalitta's 3.673 second, 334.98 mph pass that topped Pruett's 3.720@326.16, simultaneously giving Kalitta another Wally and his first Top Fuel Championship.

2023 NHRA Funny Car Championship Results
It was a three-horse race in Funny Car going into Pomona, with Matt Hagan, Bob Tasca III, and Robert Hight all with legit chances to take the trophy. But the championship picture got a lot more clear after a stunning round of qualifying efforts. In a series of incredible upsets, Tasca III fell to Cruz Pedregon and then Hagan got bested by a spectacular run by Blake Alexander-so essentially, all Robert Hight had to do was get past Chad Green in qualifying to secure the championship.

Except he didn't. Hight broke the wheels loose halfway down the run, which meant that Matt Hagan became the overall Funny Car Champ. And after watching the shakeups in this class all season long, we couldn't think of a more fitting way to finish the year.

2023 NHRA Pro Stock Championship Results
Shaking off her slow start early in the season, Erica Enders raced back to championship form, claiming her sixth Pro Stock Wally and cementing her name alongside folks like Bob Glidden and Warren Johnson. In fact, to nail-down the Pro Stock title in Pomona, all she had to do was grab a win in qualifying against her teammate Fernando Cuadra Sr. And, spoiler alert, she did just that. The Final Round in Pro Stock on Sunday was decided between Aaron Stanfield and Matt Hartford, where Stanfield's holeshot effort gave him the win with a 6.534@208.91 that topped Hartford's 6.519@210.14 pass.

2023 NHRA Pro Stock Championship Results
Pro Stock Motorcycle was perhaps the one class where it was easy to pick the champ.



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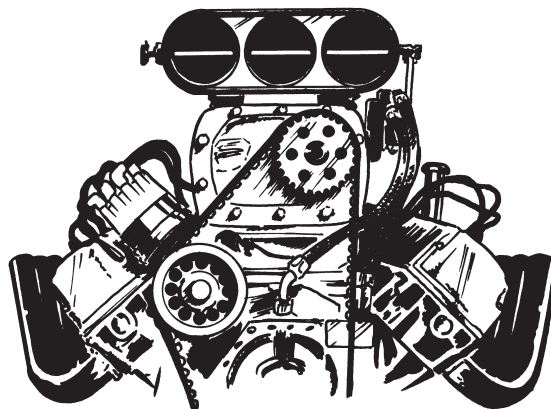
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In fact, he was a pretty safe bet even as the 2023 NHRA Countdown to the Championship began. Yup, we're talking about Gaige Herrera. He was a dominant force all season and those efforts culminated in Herrera's first-ever Pro Stock Motorcycle title.

As icing on the cake, the champ celebrated by adding another Wally to his trophy case too, besting Eddie Krawiec on Sunday with a 6.721@201.46 over Krawiec's 6.796@199.52.



Ventura

Doug Adams

Greetings Quick-Timers,

I'm just rolling in from my annual Labor Day drive down the coast to Ventura for The Ventura Nationals. We have been having odd weather here on the Central Coast as a result of the Hilary storm and subsequent storms and earthquakes that followed in her path.

The gates to the Ventura Nationals didn't open until 10 am so it made no sense to rush. I had plenty of time for a leisurely breakfast and a 1.5 hour cruise down the coast. I like to arrive a little early, just to watch the cars roll into the fairgrounds. By the time I finished breakfast and hopped onto the freeway it was raining and I began to wonder what I was getting myself into! My motivation to go to the nationals wasn't very high to begin with, more on that in a bit and the rain wasn't doing much to improve that.

Things have been in somewhat of a turmoil around here, all stemming from that fate less Friday in mid-August. It was early in the morning, about 6:30. I was at work, drinking a cup coffee and eating my usual Friday morning breakfast from the local coffee shop when my manager calls my name. I get up and start walking toward his office, as he's walking toward me. As he approaches, he says "you're on the list"! I'm thinking they are sending me to Florida or Alabama, I reply, what list is that? He says, "you're getting laid-off"! Hmmm, not the answer I was expecting to hear or the way I wanted to start my day/ weekend!

So, before 7 am everybody, 42 people in total, knew they were getting laid-off. When we get to our morning meeting our senior manager says "it's going to be a tough day around here" that was pretty much it. He said if you are in this room, report to the conference room in the main administration building at 9am.

At the 9am meeting they told us that our last day was September first, you get no severance, nothing, although your benefits will continue until the end of September.....basically, have a nice life!

After what amounted to thirty eight years, three hundred and fifty five days, I was on the street! So you can imagine why my enthusiasm to get up at 5:30 in the morning and drive to a car show would be a little low, on the day after I was let go! I don't think the fact that I got laid off really bothered me too much it was just handled so poorly. Everybody in the room was a 25 year plus employee. The director was asked, are you offering any kind of a package or can we take early retirement to save somebody's job? The answer was, we thought about it but NO! Then he says, we dotted the I's and crossed the T's and are doing this by the book! I don't know what book he was referring to but from what I can tell it wasn't on the best sellers list!

Back to the present day, September 1st, I'm on the road, in the rain and all I can think about is turning around and going home.



Ventura

Doug Adams

My outlook changed a little when I came up on a group of guys four from town driving their hot rods in the rain and sticking with it. I gave them a honk of the horn as I drove by, deciding to continue on my journey.

In Ventura, the rain had passed and the place was packed. Seeing the cars and hearing the rumble of the engines gave me the motivation I needed. I got out of the truck and started getting my camera gear cleaned and assembled.

As I was getting everything together I hear a voice say "you want to ride in with me"? It was one of the guys that I race slot cars with, he had his 59 El Camino there and he was headed toward the gate. Of course, I said yes, it was an hour before the gates opened and I would have the opportunity to get some photos without having to fight the crowd.

As always Ventura didn't disappoint. I was able to visit with some friends and see everything at least twice. By the time I left the place was jam packed and the lines to get in were out into the parking lot, another successful Ventura Nationals!

Well gang, I'm going to cut it short for this month since I'm already three days past the deadline.

There are plenty of shows and better days ahead. I had planned on retiring at the first of the year so I'm really not too upset about the whole deal, just the way it was handled. But now, every day is Saturday and all that nonsense is in the

rearview mirror, getting smaller by the minute!

That's going to wrap it up for this month, enjoy the photos from The Ventura Nationals!

Doug





Ventura

Doug Adams





Ventura

Doug Adams



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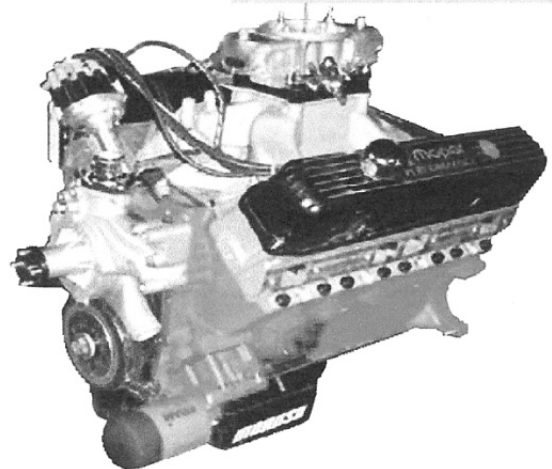
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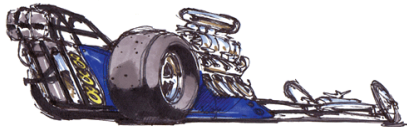
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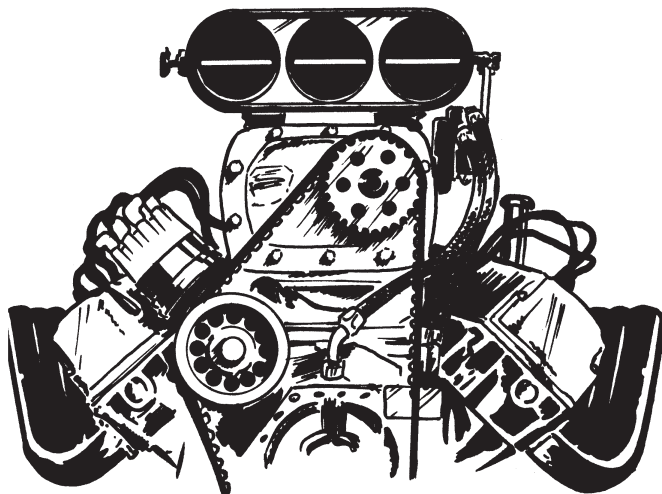
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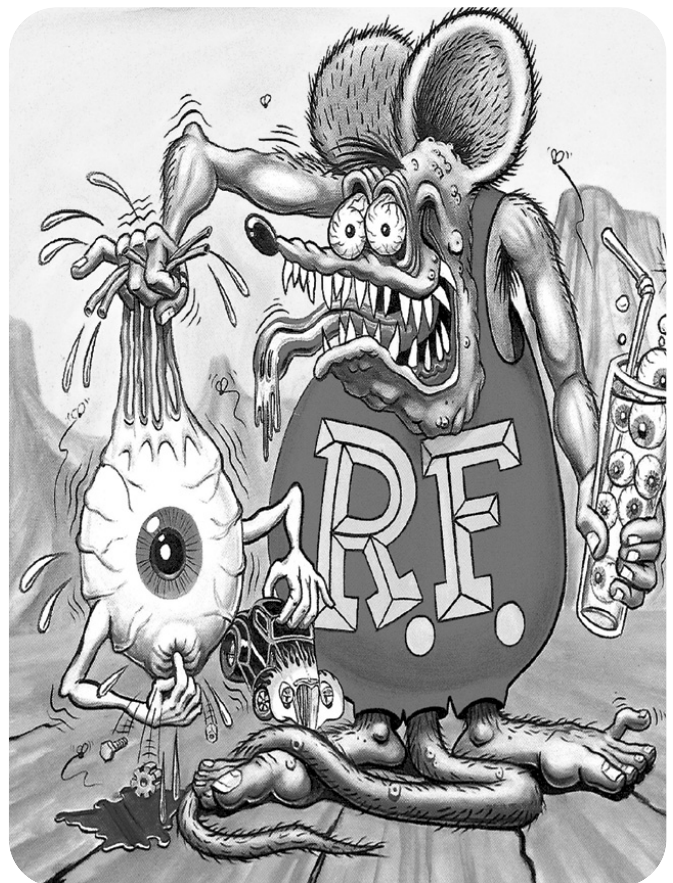
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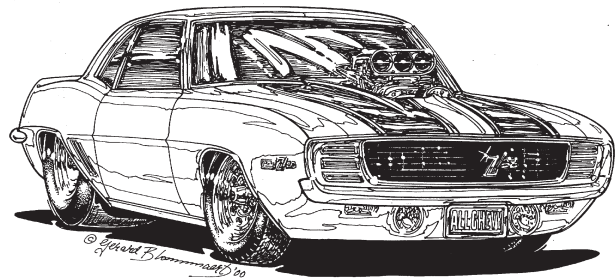
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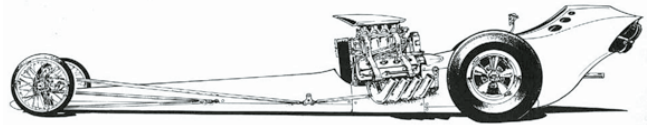
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I bought it for a project that isn't going to happen now. I also have a set of rebuilt vortex heads that would work great with this set up. \$3000
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M1

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NITRO 6 Revival

November 4th & 5th, 2023 - Irwindale Dragstrip
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Nitro Revival 6

Nitro Revival isn't for everyone. It's not, say, for those who think the automobile is just another means of transportation. Nor is it for those who find the smell of nitromethane somehow repugnant. Nor for those who prefer the whisper of a Tesla to the throaty rumble of a Chrysler hemi.

However, it IS for those who fancy themselves adventurers, historians, shameless gearheads or just plain old adrenaline junkies.

The sixth edition of Nitro Revival, like the five before it, is designed to celebrate drag racing's golden era with food, fun, fellowship, fables, fire and fervor. It will feature more than 65 cackle cars, from Top Fuel dragsters to Funny Cars to fuel altered, and dozens of other nitro burners that have opted to forsake the pits for a trip or two down the concrete and asphalt racing surface.

Cackle cars include "Jungle Jim" Liberman's Camaro Funny Car, "The Other Guys" Top Fuel dragster of Jim Brissette and Mike Drake, the Kuhl and Olson dragster, the Dunn and Reath "Rainbow" dragster, Larry

Huff's "Soapy Sales" dragster, the Custom Body Enterprises Funny Car, Ken Veney's "Veney's Vega" A/Funny Car, the legendary "Freight Train" twin engine gas dragster, Marvin Schwartz's "Anaconda," Frank Cannon's "Hustler VI" as well as the original "Dragmaster."

Among the cars that were in full race trim for on-track exhibition runs are the Mooneyham and Sharp 554 Coupe, Bobby McLennan's "Champion Speed Shop" Nostalgia Top Fueler, the "Kazanjian and Lemon" AA/FC and the "Godzilla" AA/Fuel Altered, owned and driven by one of the sport's most popular drivers of color, the inimitable Rodney Flournoy.

Produced this year for the sixth time by the team led by former NHRA Vice-President of Competition Steve Gibbs and his daughter Cindy, Nitro Revival provides members of the American car culture, regardless of age, a glimpse into a bygone era when cars had as much personality as the people who drove them.





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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.

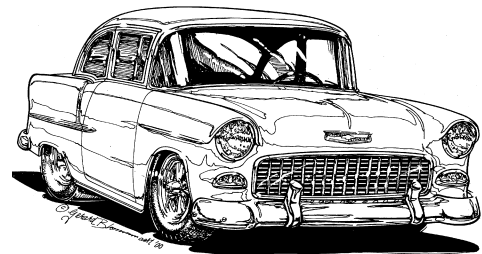
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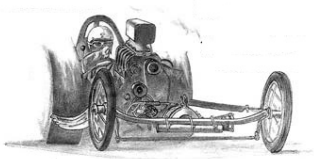
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1969 Ford Mustang · Coupe · Chassis cert to 7.50, funny car cage, 4.30 pro gears in 9inch, 4 link w/double adjustable QA1 rear and anti roll bar, strut front, Aerospace components rear brakes and wilwood front, 16x33 rear tire, billet specialties wheels, 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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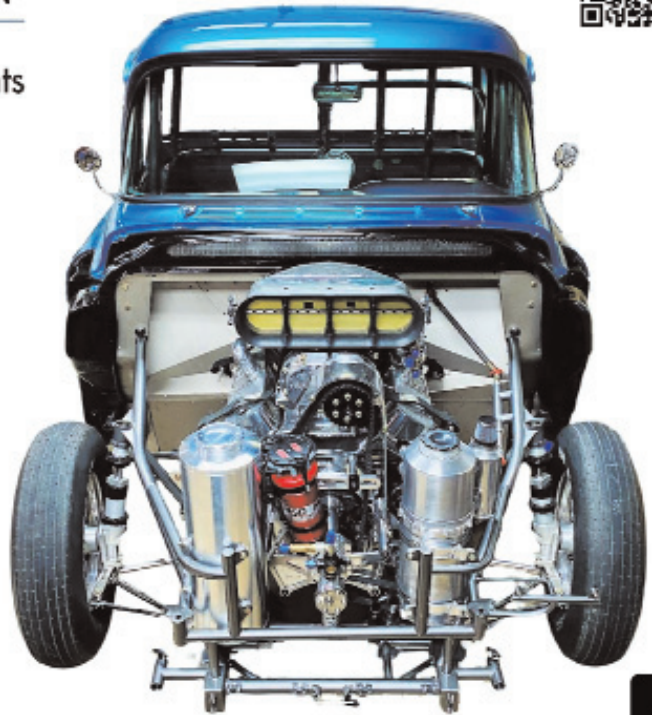
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2000 Chevy S10 Super Stock or Bracket -2x3 back half with ladder bars and Afco Coil Overs, 12 bolt strange axles and spool, 5.14, 10 point mild steel cage with swing out driver bar, poly buckets, drop spindles on front, adjustable shocks, 30x10.5 radials 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

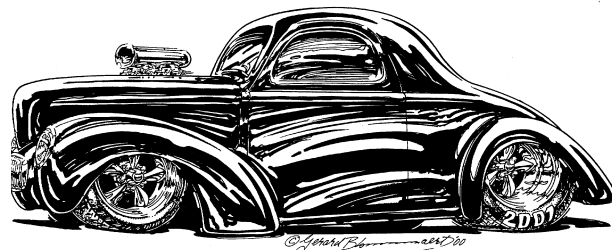
1950 Ford P-up. The truck is located in Red Deer and is registered in Alberta. This truck has a SBC 350 with a turbo 350 transmission. It has a 4 link rear suspension with air bags and a cutlas front clip with shock-wave bags in the front. It has onboard air, stereo, bucket seats, Cragar wheels with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



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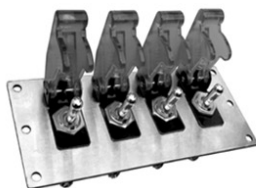


1969 Fast back Mustang 547 Cid engine on alcohol, this is not a street car is a drag car only ,all new parts and new engine going in shortly, only serious inquiries please and call Stephen for all the information on the car \$60 k, CALL 587-974-0661 J2

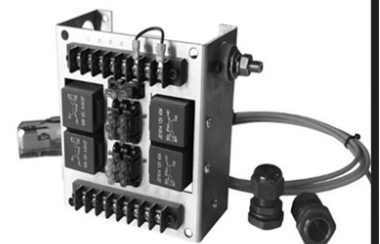
1968 promod Camaro mcamis carbon body 25.2 double frame rail built by rh race cars ,540cid bbchev twin 91mm turbos cn billet 10.200 block,Brodix 1803 oval ports jesel shaft



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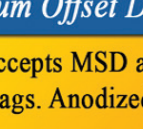


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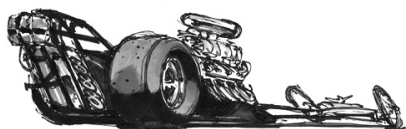
2002 Undercover dragster 235" S/C S/P T/D asking \$40,000US or \$52,000Can turn key See last picture for more details. Phone 403-502-0793 N1



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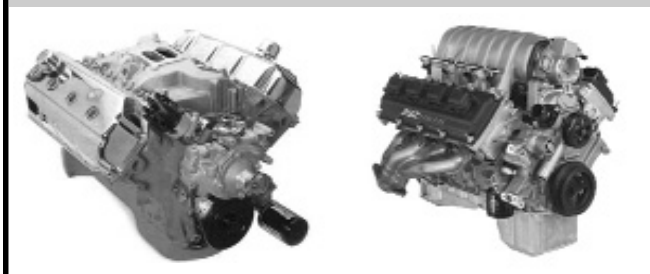
1928/29 Ford model A phaeton . Very complete car with a lot of extra parts . Motor turns over and car rolls easily. These are getting hard to find and would make a bad ass family hot rod. The body is in great condition for the age . Located in Calgary AB . Deliver can be arranged at buyers cost. Any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



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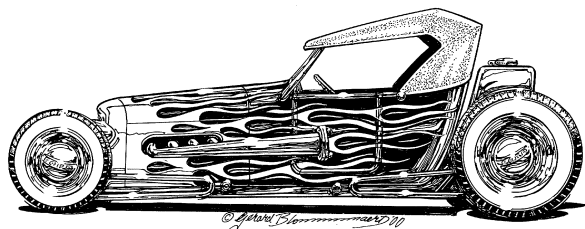


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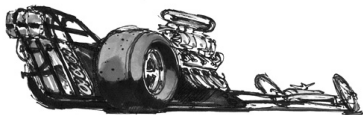
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m1



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J2



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M1



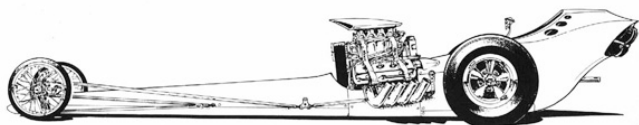
91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator,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



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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

One of the best feelings you can get, is to end the season on a high note. This is especially true if you have struggled earlier in the year, as we had. After a stellar 2014, the Sitko Family Racing nitro funny car struggled out of the gate in 2015, and it took us most of the season to figure out why we were suddenly shaking the tires, and hurting pistons left and right. Not knowing yet that there was a bug in the motor that was causing this carnage and costing us performance, we forged on, running half decent times in Medicine Hat, but still working our butts off changing pistons between every round. This was no way to race, especially when we were just trying to run 6.20 and to put on a show. At the end of the weekend, we found that we hurt a crank and a block, so the Twig block was going in for IHRA race in Spokane.

A different problem cropped up in Spokane, we ran a 6.09, but saw on the computer that we lost a cylinder at half track. Thinking it was just too rich, I leaned that hole out, as well as the rest of the motor, to try for a 5 second run and a spot in the field. The final run looked good, but unfortunately the cylinder didn't fire at all during the run. We ran a decent 6.03, but missed qualifying by less than 1/100th of a second. The problem was immediately traced back to a bad wire, so we put a brand new set on for the IHRA Rocky Mountain Nationals in Edmonton.

The new wires definitely helped in Edmonton, but we still struggled with tire shake and hurt pistons on every qualifying run. We managed to qualify, and ran Mark Sanders in the Mr. Explosive car first round. We didn't have enough for Sanders, and when it was apparent that he wasn't going to win, Nathan clicked it early to save parts. Little did we know that the motor was already terminally injured, and that the bug that had been plaguing us through the first part of the year would finally be apparent. We did a quick tear down after the first round loss, and were shock to see even more carnage than usual. The more we dug, the worse it got, and when we pulled the plug on the oil pan, we knew we had big problems.

Instead of a stream of hot oil from the oil pan, there was over a gallon of pure nitro, then the oil. That can never be good, so we checked the main bearings. 3 of the 5 were burned badly, and the crank was worn down about .030 inches; JUNK. As expected, the block was damaged badly too. I usually fix my own stuff, but this block needed major surgery, so it got shipped to Brad Anderson's. If you're counting, this was already engine change number 2.

We didn't have much time to get ready for the Mission NHRA Heritage race, as we had to do the motor swap. We were now down to our third string block, affectionately known as LUCY. This is our oldest block, and has been through a lot of wars, but for some reason it had been our most reliable engine over the years. From the Edmonton race, we had narrowed down the problem to a faulty fuel pump. We were 90% sure that this had been our problem, as how else could pure nitro get into the crank case, other than the rear seal failing in the pump, which pushed fuel into the pan instead of into the fuel injector.

This explained the detonated pistons and the burned crank. We put our spare pump on, and even though the flow numbers showed that it was 0.3 gallons per minute lower than the other pump, at least it was in good shape. Well, the first run proved our theory, as Nathan ran a clean 5.94 at 246 mph, and the pistons came out like brand new. We qualified for the show, but unfortunately got rained out on Sunday, eliminations were slated to be run during qualifying in Bakersfield. We would run Claude Lavoie first round, and if we could get past him, we would get a single to the final.

We still had another race to run before Bakersfield, that being the Hot August Night race. Lucy performed to expectations, and we ran a nice 6.09 without even trying hard. With some help from our sponsors, and a little extra help from Ted Wiens Tire Centers, and the Fountain Tire store run by Liz and Todd Lesenko, we were able to make the trip to Bakersfield.

The voyage was made even nicer as we had a new (to us) trailer for the trip, procured by Mike and Ed Grekul, and crew guy Dave Wilton, then fitted with new cabinets, countertops and storage spaces to make this a travelling work shop, much superior to what we had before. As the crew was getting the trailer ready for the trip,

I was still putting together our spare motor; can't go that far without a spare! The guys got to Bakersfield without incident, and the first thing we did was pulled the motor apart to adjust head thickness for the altitude. As mentioned, our first qualifying run was also the first round race against Claude Lavoie. We had made major changes to our tire and gearing setup to combat the tire shake from the 2014 Bakersfield race, so it was kind of a gamble for us, and boy did we get

Nitro Tales

Ken Sitko

lucky. We spun the tires hard, then went into shake, as Claude streaked down the track. Just as it looked like we had lost the run, Claude's car got loose and hit the cones, handing us the win. We immediately knew what was wrong, and changed the gearing for the second qualifying round. We were also still in eliminations for Mission as well, and we had the single as there were only 3 cars left.

The changes worked, and we ran our best run of the year, a 5.90 at 247 mph. We were in the show for now, but we didn't know if our time would hold for the top 16, as there were 33 cars trying to qualify. The final for the Mission race was Nathan Sitko vs. Ryan Hodgson. We obviously really wanted to win, but we also wanted to qualify, so we tuned the car for a mid 5.80. Nathan left on Ryan by 5 hundredths, and was well ahead at half track, but the power of the Hodgson car was just too much, and he snuck by at 1000 feet, winning with a 5.71 to a 5.81.

We were not really dis-appointed at all, we had just run our quickest time ever, and ran over 250 for the first time ever at 251, and qualified 12th at one of the toughest races ever.

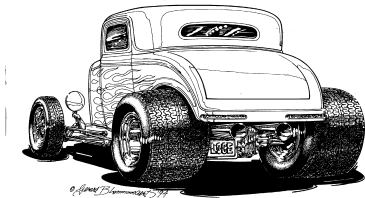
You never stop learning with these things, and I didn't anticipate the track conditions changing for first round. When we pulled up, the sun was still out and the track was warm. There were a few delays before we ran though, and the sun went down very quickly, making the track very tight.

As expected, the track grabbed the tires, we shook and Nathan had to short shift, which slowed us to a 5.96. Sanders ran a very good 5.74, and moved on to the next round. It was a phenomenal weekend for us though, and we are already looking at our future potential

Ken



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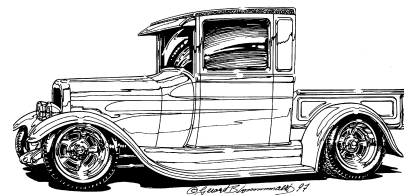
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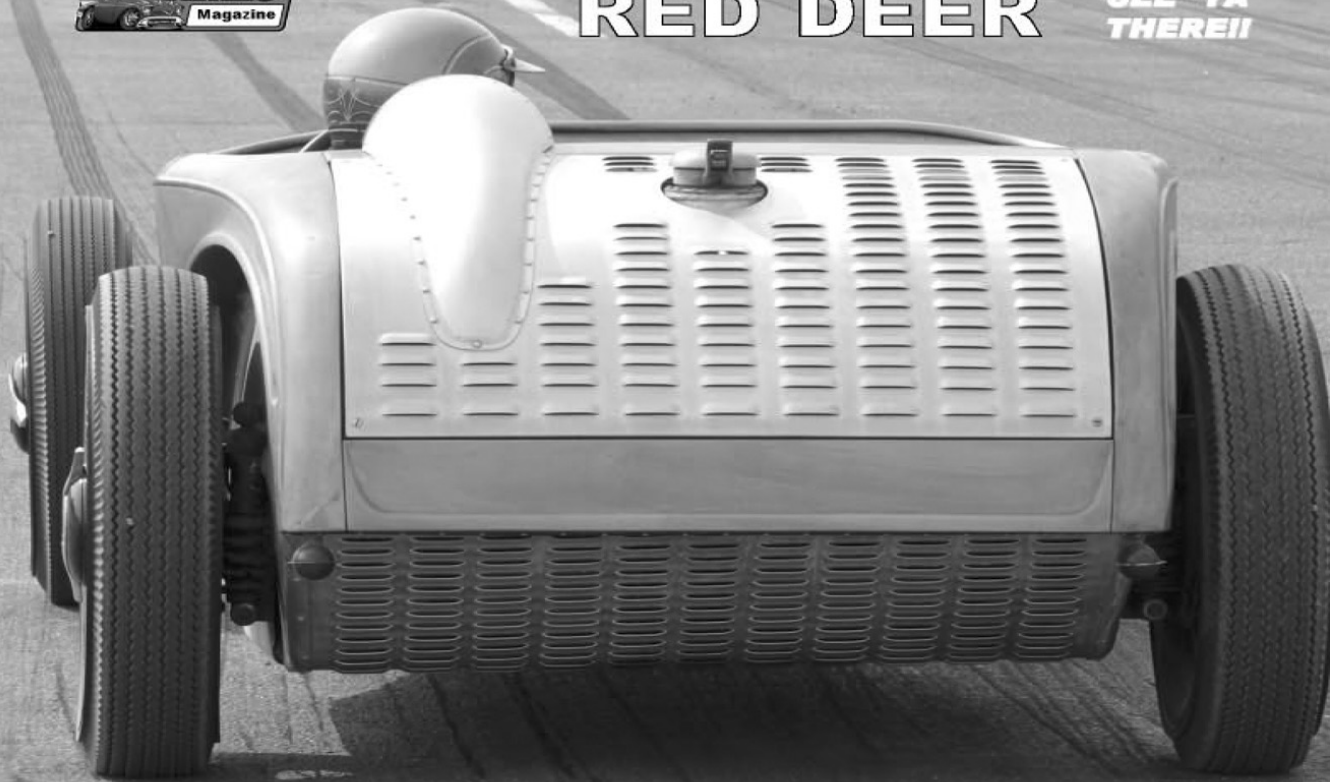
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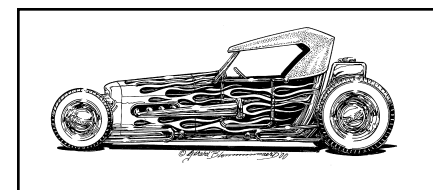

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