



JANUARY 2024
Volume 29, Issue 1



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VERSION**

The Year In Review



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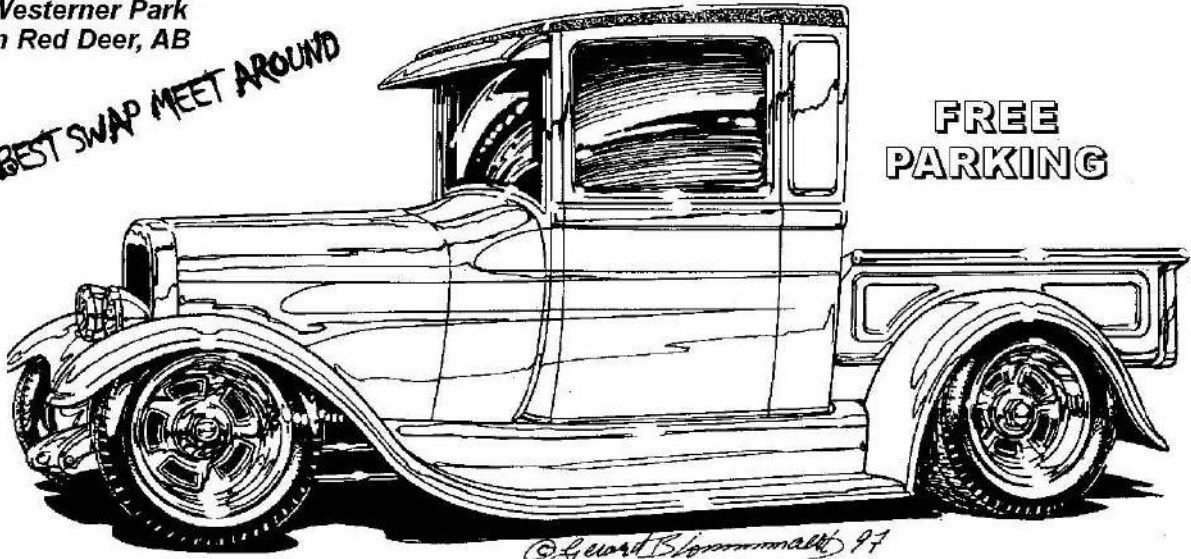
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New Sponsor

The NHRA and Mission Foods, the world's leading brand for tortillas and wraps, announced today that Mission Foods has been named the title sponsor of the NHRA's premier professional series, which will be known as the NHRA Mission Foods Drag Racing Series beginning with the 2024 season.

The multi-year professional series title partnership will be in full swing starting next year as the NHRA celebrates its 73rd year in 2024, and comes after a successful first-year partnership between the two companies this season. Mission Foods and the NHRA partnered together this year for the Mission #2Fast2Tasty NHRA Challenge, introducing competitive racing - as well as a bonus purse and bonus playoff points - to Saturday qualifying. The overwhelming success of the current program helped lead to the expansion of the series title partnership for Mission Foods, which will include significant activation at the track and nearby store locations for all 21 national events.

The popular Mission #2Fast2Tasty NHRA Challenge will return in 2024 as part of the growing partnership, increasing to 14 regular-season events, including the two four-wide races, and offering an increased purse. The series title partnership and the Challenge continue Mission Foods' overall motorsports initiative to help racers and race teams.

"This is a huge opportunity for us to keep connecting with fans while supporting motorsports in a major way," said Juan Gonzalez, Mission Foods Chief Executive Officer. "There's nothing better than race weekend, and we are proud that Mission Foods will become the official title sponsor of the NHRA Drag Racing Series."

Mission Foods has been the industry leader for tortillas and wraps since 1977 and is the No. 1 tortilla company in the United States, also manufacturing a variety of authentic Mexican products. As part of the title series partnership, Mission Foods will also be fully integrated at all NHRA Mission Foods Drag Racing Series events and will have a strong presence on the midway, on social media and digitally and as part of every NHRA on FOX broadcast.

The partnership will also include strong NHRA activation at retailers annually and in-market prior to each national event. Fans received a first glimpse of that in 2023, with star NHRA drivers like Antron Brown, Justin Ashley, Erica Enders, Alexis DeJoria, Cruz Pedregon, J.R. Todd, Camrie Caruso, Angelle Sampey,

Eddie Krawiec and Gaige Herrera being featured as life-size cutouts with Mission Foods displays across the country. Those activations will continue on a greater level beginning next season as part of the exciting new multi-year partnership.



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Editor Don Macgowan, don@quick-times.com
PRODUCTION Linda Collinge
MARKETING Don Macgowan, don@quick-times.com
 Bill Robertson, ads@quick-times.com

CONTRIBUTORS Doug Adams, Catfish, Moe Putney, Dave Morgan, Fred Nelson, Ken Sitko, Sheryl Ogonoski, Gerard Graphics, Bill Robertson, Todd Young, Jack Feige Vern Scholz, Dave Stolz, Phil Elliot, NHRA, IHRA, SEMA
COVER Doug Adams

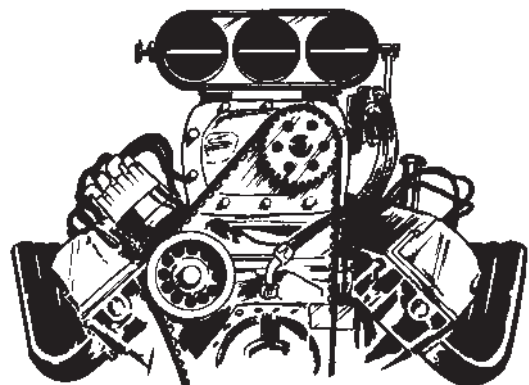
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ads@quick-times.com

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Year in Review

Doug Adams

Greetings Quick-Timers, I wish I could tell you that I'm back from an adventure but the sad truth is the doctor has my broken thumb in a hard cast, purple fiberglass to be exact, making it difficult to do anything.

The size of the cast and the way they have my thumb positioned won't allow me to rotate my arm and lay my hand flat without sticking my elbow up in the air. Suffice it to say, it's not very comfortable. But, four weeks have gone by and it will probably be another four weeks before the cast comes off. I'm locked into the March Meet so I think it might be time to get the camera out and see if I can operate it. I might have to go to a mono-pod, we shall see!

It's a nice sunny day here on California's Central Coast. I have the Daytona 500 on the TV in the background and a hot cup of coffee on the desk as I surf through my photos from Nitro Revival 5. I still can't believe that I haven't been to an event since early November. The good thing is I planned for a rainy day and captured images of the Hot Rod Hang-Out and the Gasser Pits, good thing! If an actual rainy day comes along I'm going to be hosed, let's hope that's not the case!

The Hot Rod Hang-out has been a part of revival since the beginning. Perhaps the best one, only because of the venue, was at NR-2 at Laguna Seca. Participants were allowed to take their hot rods on a well supervised lap of the historic circuit, that in itself would have been worth the price of admission.

One guy that didn't get the memo about being on the road course at Laguna Seca was Sonny Messner. Late Saturday afternoon a fellow photographer comes over and tells me that there was going to be a photo shoot on the top of the Corkscrew, the infamous series of downhill turns on the backside of the course. The downside was we had to hike up there to make it in time.

Long story short, three sixty something, guys huffed it up there, gasping for breath just in time to capture Big Daddy Don Garlits posing with Sonny's recreation of Swamp Rat 2. Big was outside of the car and Sonny was slouched in the seat holding the brake. The dragster was towed up the hill but we all wondered how they were going to get it down the steep hill. When the photo shoot wrapped-up and we were getting ready to leave the crew pulled the wheel chock from under the dragsters slick and to everyone's surprise Sonny drove off into the sunset, down the Corkscrew. He then pops the clutch, brings the dragster to life and roars back into the pits! An incredible way to end the day.

I've only been to the top of the Corkscrew twice and both have been on historic occasions. The first was at an Indy Car race when Alex Zannardi made a last lap, banzai pass of Brian Herta. As the duo made the sharp left to head down the hill into the "screw" Herta lead Zannardi. Zannardi decided to go straight, through the dirt, off then back on the track to take the lead over Herta for the win.



Year in Review

Doug Adams

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Year in Review

Doug Adams

It seems like forever but I'm happy to say that I'm back at the ranch after a great weekend at the 65th Annual Good Vibrations Motorsports March Meet at Famoso Dragstrip!

As everyone has heard the big news in California has been the weather! The record rain and snow fall that we have seen has caused havoc across the state. Deep snow and flooding have forced road closures in many areas. Of course, if you're heading to an outdoor event in late winter, in California, you keep your fingers crossed for blue skies and sunshine. As you might have seen on TV, the NASCAR race at Fontana was cancelled due to snow... crazy! History has shown us that weather is a bit of a wildcard during March.

I had my fingers crossed for good weather but also for being able to operate my camera with my healing, broken thumb. The week before the race I bought myself a monopod to carry the weight of the camera and I hoped that I could function with a brace on my left thumb. Long story short, everything worked out and I was able to muddle through it. Thursday started out with an early morning drive to the track in preparation for racing at 8:30. The day was sunny and warm and culminated with a four-hour open practice for nitro cars.

Friday was more of the same weatherwise as racers began qualifying. Saturday dawned a little colder than Thursday and Friday but it was still a nice day with big puffy clouds, sun and a little breeze. I have to tell you, the crowd on Thursday and

Friday was a little thin, considering they are work days and the looming W word, weather! But come Saturday you would swear it was a summer day at the races. The stands were packed and people were lining the fence. It was pretty incredible and great for the track in general.

Come Sunday all the good of the past few days was literally washed away, the rains came and aside from a few cars going down the track racing was postponed until Monday. Unfortunately, I wasn't able to stick around for the finals. As far as the Nitro cars go three classes competed on Monday, Funny Car, Fuel Altered and Nitro Pro Comp. Top Fuel was postponed.

For this month I'm going to bring you photos and a bit of info on the nitro cars, just to get things started. I captured plenty of action from all the classes, too much for one issue. So, I'm saving some of the good stuff for next month!

Funny Car had the largest field of the nitro classes. Sixteen of the twenty cars on the property qualified. Just a few notes from the flopper pits. Drew Austin had a new look with his in house built, Ford powered, 79 Mustang. A distinctly different looking car sporting Cobra livery. Austin would qualify eighth. Kamaka Pocock also had a new look on the Don Nelson California Hustler a new paint scheme and sponsorship from Lemons Headers decked the sides of the Camaro, Pocock qualified seventh.



Year in Review

Doug Adams

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.

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.



Year in Review

Doug Adams

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.



Year in Review

Steve Chase

Gasser Get-Down 2023 Thinking I was well ahead of the crowds, I rolled in to Mission Raceway Park around 3 Thursday afternoon...holy moly was I wrong!

The line up for early pitting and tech stretched from the gates to the track entrance, and once I was redirected to the parking lot, I joined the SECOND of two lineups that stretched the length of the parking lot. It appeared folks were ready for some drag racing! The weather was cooler than last years blast furnace temps as I pulled in to the pits and got set up...Thee Gasser Get-Down 2023 was on!

Now I could write an entire piece on the "challenges" I faced over the weekend (mouse nest in helmet, electrical gremlins, flat slick, brutal idle lean out issues) that had me feeling like Charlie Brown trusting that Lucy wasn't going to pull the football away again...man I love drag racing... but the weekend is about so much more than just hustling an omery old car (or truck) down the track.

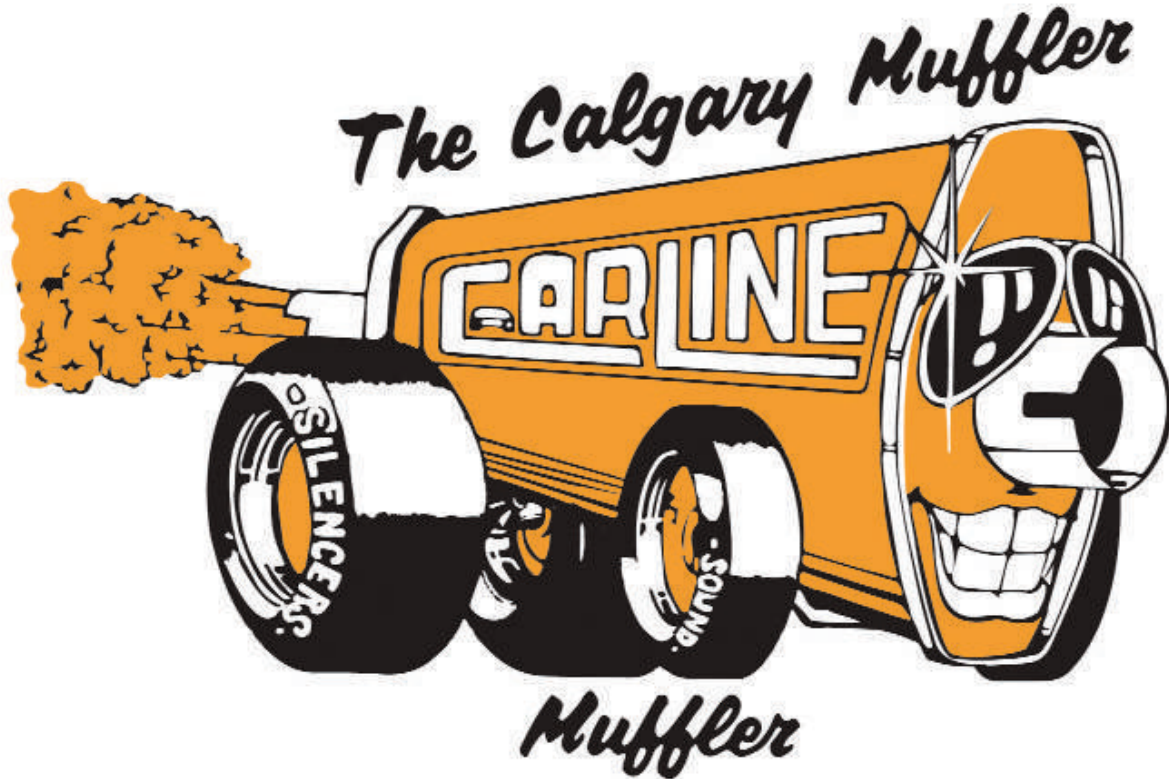
Since our humble beginnings over ten years ago as a rag tag group of barely eight vehicles at the Ashcroft (RIP) edition of the Loafers Old Time Drags, the 'Get-Down family has grown to a family of like minded characters. Our annual gathering is a reunion of sorts, as folks come from all over Western Canada and the Pacific Northwest to celebrate our love for old school drag racing. As the aforementioned issues kept me out of the lanes for the first hits of Fridays Test & Tune.

I had the chance to grab some pictures and welcome racers old and new to the lanes. Man, the Nostalgia Gas class of '23 was one of the best yet. At 20 vehicles strong, there was something for everybody. From the bad ass flat black machines, to the screaming stick shifted Austin, from the cars with some serious Canadian drag racing history of, to incredible paint, more tri five Chevys then ya could shake a stick at, the incredible hauler car combo of El Chupacabra II ,wagons, a bitchin' Henry J, a pre war Chev, Corvettes, an old pick 'em up...Mopar, Chevies, and Fords oh my! Fridays Test and Tune came to a close and the gang got a chance to catch up, welcome new members to the fold...and possible drink a bit too much.

A very cool addition the the family made the journey all the way up for California representing a new sponsor Mooneyes. Mr. Dale Snoke was on hand to present a surprise award for "class of the class".

I'm proud to say Dale was made very welcome, at one point even indulging in the game of chance known as "the swing bike rodeo" at the Chupacabra II pits...international incidents were avoided as our esteemed visitor from south of the border proved to be a quick study. Saturday's qualifying was fairly uneventful. Unfortunately the Rices had to retire "Compulsion" due to issues with the front end, and yours truly spent the morning dealing with a flat slick...wuh wuh.





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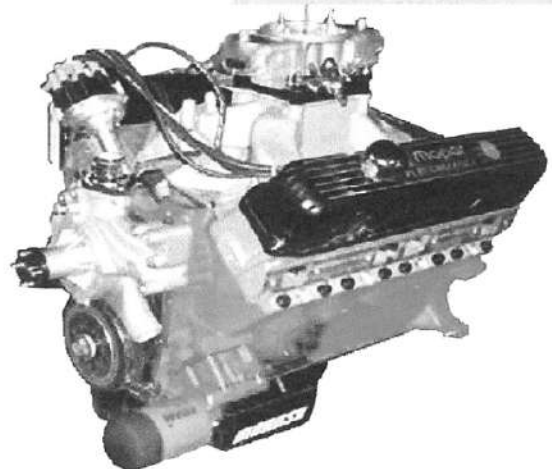
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Year in Review

Don Macgowan

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.

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.



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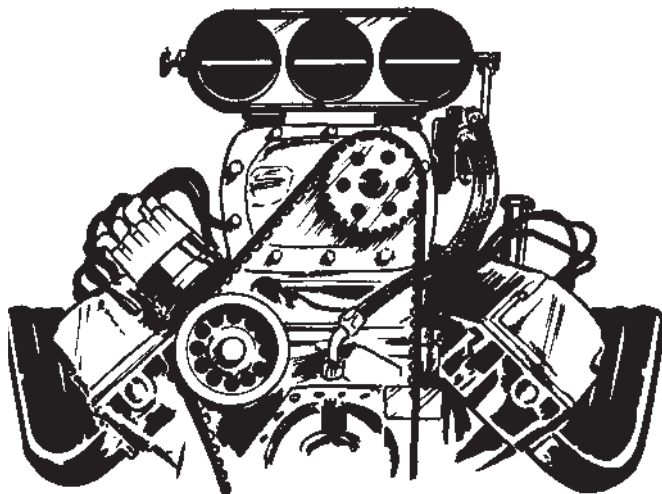
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AMC Edelbrock heads, New valve seals and all cleaned up. Comes with new intake gaskets as well. Only on the car for about 3000km, found a set of ported heads I wanted instead. Can ship on your dime. Will fit 343-401 (with step washers if you have 7/16" head bolts) These are over 1700 new per head through Summit but you will pay another couple hundred at the border for Customs/broker fees. Would prefer to sell them in Canada... Edelbrock is out of stock... again!! These have been tried and are good. stock Eddy valve sizes and springs. good to 0.580 lift In Prince George BC, Justin 250-613-3350

j4

Norris 426 Hemi rocker arms, Bronze bushed, roller tip. Call or text 306-291-8709

j4

3 Funny car/truck bodies, 82 T/A , HxH tin,125",short nose,95 Olds Cuttlas,125", 2003 S10 e-cab +sleeper, damaged nose,125"was/is world record at 255 mph. all new windows \$2000, Two Ernie Hall funny car starters with plug ins and leads \$500 for the pair, never had a problem, Headman Husler zoomies, for BAE with bungs and al.port plates, double wall,\$500 call or text only 778-347-1136

D1

Total seal ring set. 4.030 +.005 .043-.043-3.0 gapless top, Napier second. Low tension scraper. \$200 Call/text 780-982-6316

D1

Afco 3850 shocks, installed but never made a pass on them. Went a different route, only reason for selling. Have springs for extra \$\$ if I have what you need . Save some money and no tax. Summit pic for current new pricing(each). \$1000 plus shipping (250)641-4145

D1

A pair of Corvette 427 exhaust manifolds. Clean, no repairs, good exhaust studs. Located in Didsbury Ab. 700\$/pair. Call or Text 587-573-9402

D1

8 3/4 Chrysler Rear measures 31in axle flange to axle flange multi pattern 35 spline Strange axles Wildwood calipers minus hats and rotors. Richmond 4:30 pro gear and full spool. Call or text is fine \$500, 308-383-9609

Aje mustang subframe with a arms and motor mounts for a ls 500 Pw 88mm turbo, used one weekend 700 Race start rear rims 15x12 5 inch back space 5x4.5 bolt pattern, comes with pro bracket radials, have 15 passes on tires 1500\$ Race start front rims 17x4.5 5x4.5 bolt pattern with a set of Hoosier tire 1200 370ls methonal engine \$12,000 3000hp air to water intercooler, have l've tank/water tank with remote water pump \$1800 Set of used radial pros 30passes \$300 Brand new in the box Holley boost control solenoids, \$600 Any questions ask away, open to all offers Lloydminster Alberta Canada 780-870-2 6 6 3

N1

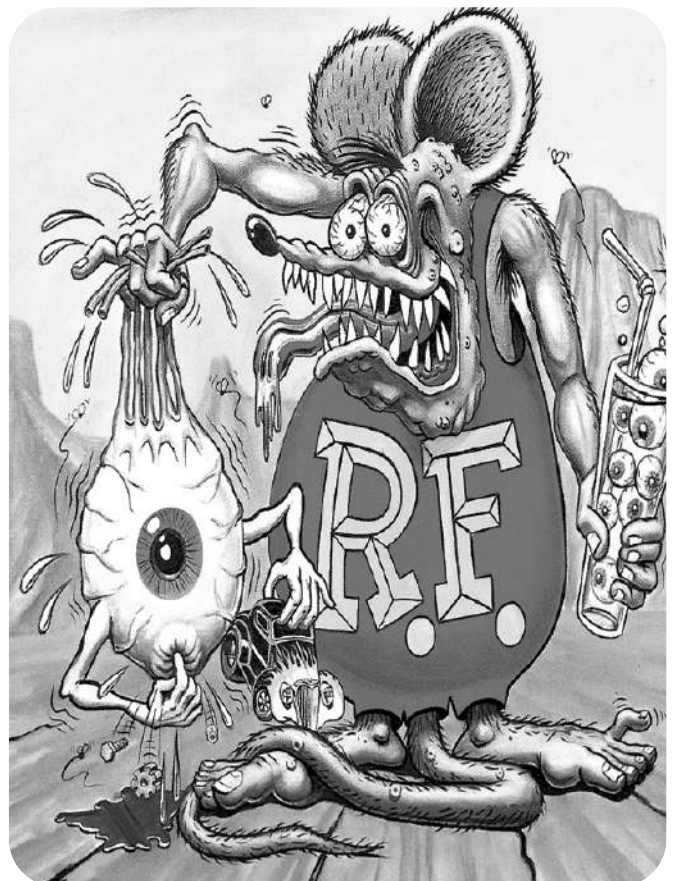
Custom built intake Intercooler, lower holley ultra ram modified manifold, dual rail 16 injector. Bell Intercooler core good for 1650rwhp, -16orb female ports, cathedral port. Throttle body not included \$2300cdn \$1700usd This Intercooler will not fit on a hi or low ram base. Rouleau, Sk 306-540-5579 N1

Morel hppo mechanical .300 tall .842 lifters for big block Chev brand new ordered wrong mine were .903 Call 306-381-6837 N1

2 pair of black RCI Multi layer Race pants for sale . One is large other is xl . Sfi 3-2a/5 . Nice condition . Fifty dollars per pair call 306 460 9590 O

2 speed Lencodrive, Rated for 2500hp Chev Bellhousing - needs re-cert Includes Lenco shifter This tranny has under 80 hits on it. Was used behind a 1250hp gas motor, not abused Pull apart in 2015 for inspection I bought it new in 2010 - replacement is approx. \$10k USD TC Torque converter available Sell Price \$6,500.00 Call Ron @ 780-940-4808 O

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carbon fibre Scoop plug 50, NEW Steering wheel adapter 30, NEW
Pro systems SV1 air cleaner bracket 25, NEW Strange Strut cup 20,
NEW Jegs polished aluminum rad cover 20, NEW Pro systems SV1
WOTS 25, 5 foot Morse throttle or shifter cable 10-32 ends 40 ,
PH. 306-250-3317 j4

Ford 9' center chunk and 3.91 gears and mini spool and axle bearings
No carrier Location near Vulcan but I can bring to Calgary during the
week \$500, Call or text 403-818-1021 j4

Floater 9' rear end with Tin soldiers 4 link plates This assembly is mod-
ule so you can change the length I have the materials to widen it. As of
now it's 742" wide hub to hub Center section is a Moser centre section,
spool 35 spline No axles because width to still be determined Firm on
the price at \$4,500 CND Willing to trade for something so let me know
what you have? (403)803-3049 N1

Used Intercomp tire gauge \$260, used big-small block Chev East
Coast starter \$160, used big-small block Chev CSI starter \$160, used
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16V \$275, new BG filter #170019 \$22, new Racepak #810-SN-
AFAMP air-fuel sender \$110, new MSD Chev dist cap #8433 \$55,
new Racepak #800-SS-MSC-3 rear end sensor \$200, used
Magnafuel pump 500 pro star \$400, used 2-chassis stabilizers for race
cars \$260 each Phone 403-502-0793 N1



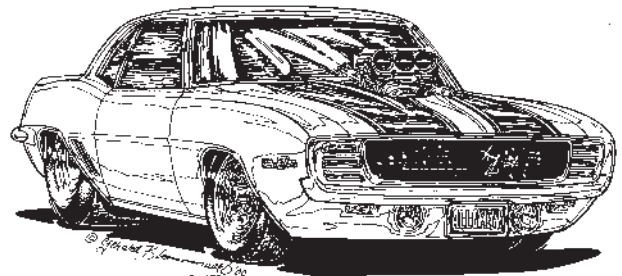
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Located in Martensville, Sk 306-491-8880, j4

Offenhauser turbo-thrust power port tunnel ram. Freshly Glass beaded. Has 2 Carter AFB 500 CFM carbs. Carbs have been sitting for quite some time and will need kits. 2 Brand New Edelbrock carb kits included. Moroso chrome air cleaners with new elements. Fuel block. Located in Saskatoon. \$1200 firm.. No holds without payment. Thanks for lookin'.
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All my shop equipment is for sale. Retiring. Brown boggs brake 8ft 18 ga, pexto 52" shear 16 ga, Pittsburg machine, bead roller, Miller tig welder with liquid cooler, band saw HD 7x12, heavy large welding table. 14500.00 obo. Everything is in top notch shape.
250-378-9649 Bob Davenport .Merritt B.C. D1

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Affordable Benders Tube Bender. 1 5/8" die. Used it for a 1 5/8" chromoly roll cage. Built a certed 8.50 cage with this bender. Comes with 1" square die as well. You can order additional size Dies from Affordable Benders Located In Olds 403-556-9154 D1

SBC Howard's retrofit roller lifters-7 of them..\$250 Harland Sharp 1.7 ratio roller rocker3/8 stud\$200 Edelbrock single plane ,part #2925 \$250 Located in Airdrie 403-700-8070 D1

Holley Super Sniper 1250 EFI in the box. Supports power adders, turbo, supercharger, and progressive

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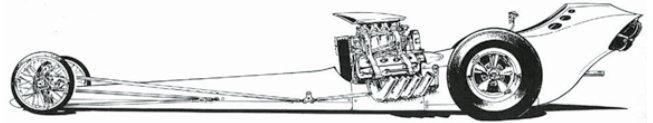
Unmounted set of front fibreglass fenders for a first gen nova 1962-65 would like to trade for steel fenders \$300, 403-634-8398 N1
3 3/4" Mini-Monster Tach with Shift Light. 0-10,000 RPM. Autometer Part Number 3690. I paid \$310 USD including shipping and taxes, sell for \$275 CDN. Pete (604)202-0531 N1

T&D Rocker Arms 1.80 ratio For Brodix PB2005 14.5° Heads I have 11 for sale in total. 2 are brand new and the other 9 have been rebuilt by T&D. Spare roller tips also included \$770 USD for all 11, Aaron 403-581-8338 N1

Holley 850 off a crate GM 502, has a Holley serial number as well as a GM serial number. Worked well was recently used. No issues. \$550, Used 6al box and coil. PN 6420 worked well no issue. Can separate. \$275 call 403-899-8133 N1

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CO2 regulator /lightweight preset @150psi and adjustable up to 475psi. New\$150, BBC valve covers with complete RCD burn down tubes like new \$400, Aluminum 3gal fuel cell \$125, Oberg oil filters \$150 each, Bears swaybar kit new in the box \$300 (Sold pending), Tim Mcamis air shifter for 3spd. \$500 . Prices are firm . Located in toronto , shipping is extra Call Tony 416 948-8255 j4



Auto Rod Controls Flat Touch Switch Panels 4000, ARC has designed these Flat Touch switch panels with no electronic parts, making them unaffected by EMI and RFI interference, Dash Mount 4 switch 403-742-8797 j4

9.8 Indy Blower Manifold for Oval Port Big Chief . Like new condition, comes with burst panel and billet deflector. \$875 . MSD billet oil pump drive , looks new \$175. Prices are us funds plus shipping. Call Tony 416 948-8255 j4



Jw ultra bell aluminum bell housing and case. Tci aluminum front pump, hardened input shaft(brand new glide spline to th350),kolene clutch pack,8 inch 5800 stall convertor on 659 hp car only 10 passes, tci pro brake valve body ... spare solenoid and just about complete gasket rebuilt kit to replace over \$7000 Canadian403-506-1987 j4

SBC Jesel belt drive, front mount distributor, oil pump drive, everything you need to convert your Sbc to front mount. Standard cam height \$1000 OBO Located in Innisfail Will not ship Message or text 403-559-9359 j4

Strange Engineering Front disc brakes, complete take off Strange Strut, including polished 4 piston calibers. 4 3/4" pattern Tom Nolan 1-403-350-7873 \$500 usd

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Weld wheels 15 inch diameter wheels with a 4 1/2 inch backspacing 14 inch wide ,bolt pattern is dual drill 4 1/2 or 4 3/4 (Chevy ford dodge)slicks are older Firestone Firehawks 14x32 \$ 600. OBO call Graham at 250-262-9887 j4

Mickey Thompson ET front 29x4.5-15 New, never mounted \$400.00 located in Saskatoon, Sk Call or text 306-291-8709 j4

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The Good Vibrations Motorsports March Meet 2024 edition is officially taking place on “Leap Day” - February 29th, and March 1st, 2nd, and 3rd.

For immediate release:

Famoso Dragstrip – Bakersfield, CA.

September, 30 2023 – Famoso Dragstrip is announcing that the 2024 running of the Good Vibrations Motorsports March Meet will take place on “Leap Day”- February 29th through March 3rd

Previously Famoso Dragstrip had announced that the March Meet would take place on March 7-10, but since the original date was announced several logistical issues have become apparent and will require a date change.

“The full list of equipment and personnel that is necessary to properly put on the event would not have been available,” said Blake Bowser, Vice President of Famoso Dragstrip.

NHRA has also recently announced that the Gatornationals is taking place on the originally announced March Meet date.

“The Gators are held back in Florida and the two events could co-exist, but several vendors, racers, crew chiefs, media sources, and dignitaries would not have been able to attend on the previously announced date. This date change allows for all the parts and pieces to be in place, and for Famoso to put on a complete quality and professional show,” said Bowser.

Parking will still take place on the Tuesday before the event and the Test and Tune for Heritage Series Groups 1 and 2 will take place on Wednesday. The four-day event will officially kick off on “Leap Day”- 2024

Spectator and Camping Tickets, Race Entries, Vendor and Swap Meet Spaces will all be available beginning October 16th

For more information contact Famoso Dragstrip at (844) 34NITRO or Famosodragstrip@gmail.com.



JE PISTONS WELCOMES CUSTOMERS TO NEW WEBSITE EXPERIENCE

CYPRESS, Calif. -

JE Pistons, an industry leader in custom and shelf-stock high-performance forged pistons and company under the Race Winning Brands (RWB) umbrella, is excited to announce the launch of its all-new website, JEPistons.com. This all-new digital platform has been redesigned to enhance the support and convenience offered to its valued customers and fellow racers.

The redesigned website empowers automotive and powersports enthusiasts with an efficient shopping experience for forged pistons and piston components not previously offered to JEPistons.com web visitors. Equipped with intuitive engine-specific, product-specific, and model-specific filtering capabilities, users can seamlessly explore and purchase the precise forged pistons and components they need for their high-performance engine build projects.

Racers, builders, and enthusiasts in need of custom-level pistons will appreciate the thorough custom piston resource that can now be found on JE Pistons' website, complete with a guide to features, capabilities, applications, and of course, a custom piston order form.

In addition to streamlined shopping, JEPistons.com serves as a comprehensive resource hub for automotive and powersports enthusiasts. The website features a wealth of technical content, including engine building tips, how-to guides, frequently asked questions (FAQs), and more, to aid customers in their quest for peak performance.

JE Pistons is committed to providing unparalleled support, and the new website reflects this dedication. Customers will discover a plethora of additional resources, such as JE's installation and operation manuals, a compression calculator, dealer and distributor information, and racer support information, to ensure they have everything they need to succeed.

"We are thrilled to introduce our revamped website to the automotive and powersports communities," said Scott Highland, Marketing Director at RWB. "This digital platform represents a significant step forward in our ongoing mission to provide top-notch products and support to our customers. We invite everyone to visit JEPistons.com today to explore the new website and discover the performance pistons they've been searching for."

Experience the future of high-performance piston shopping and technical support by visiting JEPistons.com today.

About JE Pistons

JE Pistons is the leader in high-performance forged pistons with a reputation that the competition can only follow. JE manufactures the highest quality pistons and components that professional engine builders, race teams, and high-performance enthusiasts across the automotive and powersports markets trust and rely on. JE Pistons combines technical expertise in engineering and manufacturing in the USA with responsiveness to meet and exceed customer needs. JE Pistons is a growing and dynamic business, which prides itself on the spirit and professionalism of its employees.

About Race Winning Brands

Race Winning Brands (RWB) is the leading manufacturer of racing and high-performance parts sold to automotive and powersports markets. RWB is the preferred source for high-end pistons, engine blocks, cylinder heads, intake manifolds, connecting rods, crankshafts, clutches and other engine and driveline-related performance components. RWB markets its products through multiple prominent brands including BoostLine Products, Corsa Performance, CV4, Dart Machinery, Diamond Pistons, Haltech, JE Pistons, K1 Technologies, Manley Performance, MGP Connecting Rods, PAC Racing Springs, ProX Racing Parts, Rekluse Motor Sports, RevMax, TransGo, Transmission Specialties, Trend Performance, Victory1, Volant Performance and Wiseco Performance Products.

RWB sells to a diverse and unmatched customer base of professional and sportsman racers, engine builders, enthusiasts, OEMs, automotive and powersports dealers and wholesale distributors.

RWB is headquartered in Mentor, Ohio with sales offices and manufacturing operations in strategic locations throughout the United States, Canada, and Europe. For more information, please visit

racewinningbrands.com.



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j4

great used pair of Precision Turbo pro mod 88's Ball Bearing turbos. Never been hurt, no shaft play or noise. These spool fast and make big power I have been 186 mph in the 1/8 mile. V BAND Flange with exhaust housing mounting. Price is \$3000 Each 204 801 4444

j4

HRE manifold with billet runners Powdercoated black Originally built for 781 with Brodix PB5000 heads and 11.625" deck height. I'm told it fits 11, 12 and 14 degree heads as well. Linkage for carbs. 4 wet kits with 1 hard line, 2 soft lines and 1 spray bar. Perhaps the world's nicest/ cleanest 4 wet stage nitrous manifold??!! \$9,500 USD, I have \$13,500 into it. Aaron 403-581-8338

j4

Brand new Performance World SBF heads Started with PW 170 bare heads. PW 360020 2.02 intake valves PW 360016 1.60 exhaust valves Comp 942-16 valve springs (100 lbs seat, 265-270 lbs open @ 0.500 lift) Comp locators, retainers and locks Viton seals Guides honed Competition valve job Bowl blend Resurfacing of heads Spring pad machining All machining and assembly done by Brad Monk of Pro Street Performance. Located in Sherwood Park, Alberta \$2600, (780)242-5795

j4

Shorty headers for a second gen Camaro with a sbc and auto trans, recently sandblasted and painted with hi temp paint have collector reducers to go with headers call Graham at 250-262-9887

j4

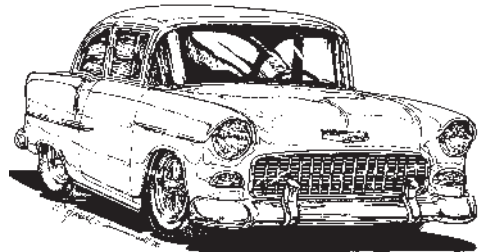
Moroso 20191 & 24360 SBC Oil Pan and pickup, new in box's, driver side dip stick, integral scraper and

windage tray screen, kick out sump, 7 quart. \$450, Moroso 20212 SBC Oil Pan fits 1986 and newer SBC for 1963-1967 Nova or Acadian new in original box. \$400 OBO
Tom 1-403-350-7873

j4

12v alternator and BBC lower mount - \$200 Master disconnect, stiletto dual arm, 5' cable - \$200 Meziere WP200 water pump for BBC with expansion tank - \$600 TCI 168 tooth big block chevy flexplate (expired) - \$80 Simpson camlock dragster belts (expired) - \$60 Air bottle, regulator, gauges, and mount - \$130 K&N 66330R filter with shortened base - \$150 Strange 4 piston calipers with 5 on 4-3/4 1-piece rotors - \$650 Goza dial board bracket for angled scoop tray, digital delay dial board - \$130 Product engineering regulator, 4500 mount, carb lines - \$150 Soft transbrake button and cord - \$50 Ford style starter solenoid - \$40 Chrome butterfly steering wheel with button mount (some chrome chipping on side) - \$130 Goza 4500 scoop tray mount with throttle enhancer extension (chrome was chipping, so it was sanded) - \$130 Aeromotive fuel filter housing - \$50 All prices are OBO in CAD + shipping. Located in Edmonton, AB call 780-232-5403

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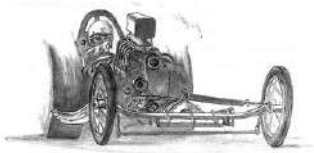
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Like new Carbon Fiber Hans Device, size 20L \$600us or \$750cdn plus shipping, BBC header flanges \$150, Copper exhaust gaskets \$60, BBC valve covers gasket silicon with metal \$50, Copper head gaskets 4.500 bore \$160 per pair. All parts are new. call Tony 416-948-8255 D1

15x12 race star rims, 5x4.5 bolt pattern, 5 inch back space, two sets of wheel nuts 1/2, have a set of pro bracket radials on rims, 15 runs on tires \$1800, Lloydminster Alberta CALL 780-870-2663 D1



Aluminum tank- \$140.00 Used sbc pushrods, straight \$ 35.00
 New C/M BBC pushrods \$ 80.00 Used C/M BBC pushrods \$40.00
 New Jesel spider hub for sbc \$ 80.00
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1970-81 Camaro fibreglass doors, hood and trunk lid:
 Glasstek lift off hood with aero scoop mounted low at factory (6" high), weighs 25lbs, 8 dzus fasteners - hood fits tight against windshield. Glasstek lift off trunk lid with bolt on hinges and 4 dzus fasteners, weighs 9lbs with hinges Unlimited Fibreglass doors with Camaro hinges and latches, lexan windows, each door weighs 33lbs, will bolt on with no modifications Major weight reduction Hood \$750 Trunk Lid \$450 Doors \$1800 or \$2500 for everything Located in Saskatoon Message or text 306-229-2838 0

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low mileage) Two foot extra height (car loads complete with rear wing) Hydraulic landing gear, 120 and 12 volt lighting Honda 3000 watt inverter power plant and air compressor Complete set of cabinets and work benches

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

Fully built c10 mega truck some of the best parts put into this truck selling as a roller so no engine or transmission but will come with headers and engine mounts/ mid plate and transmission mount set up for bbc/ power glide will come with truck it's turn key rite now and all I will be taking out of truck is engine/transmission rule pump and efi set up and power steer pump everything and will come on R1 tractor tires this is a very competitive truck 25k 604-374-1388 O

1966 Nova street car. Has a 400 sbc with a turbo 400 trans behind it with a 4800 stall torque and trans brake. 9" rear end tubbed out. Many many goodies but too many to list. Its street legal with 600 plus horsepower. I do have the build sheets for the motor and a dyno sheet as well. 28,500 OBO 867-875-7538

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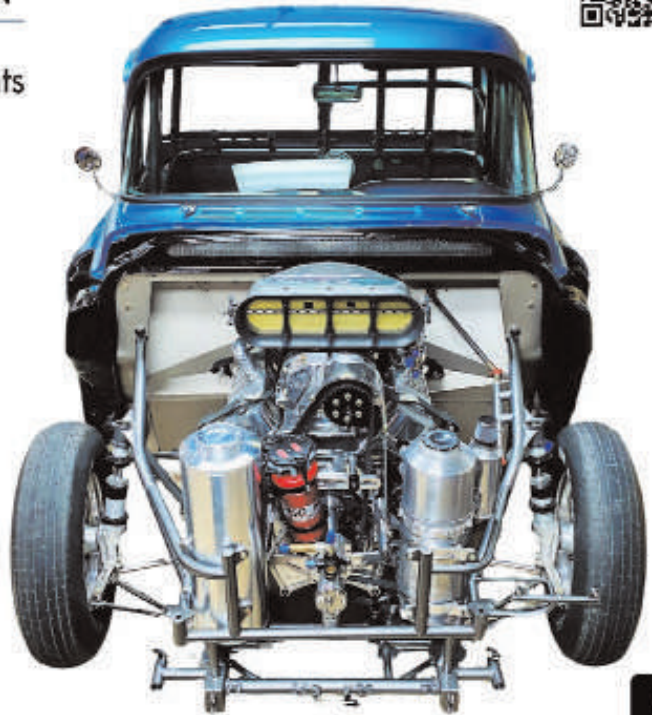
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2000 Chevy S10 Super Stock or Bracket -2x3 back half with ladder bars and Afco Coil Overs, 12 bolt strange axles and spool, 5.14, 10 point mild steel cage with swing out driver bar, poly buckets, drop spindles on front, adjustable shocks, 30x10.5 radials 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

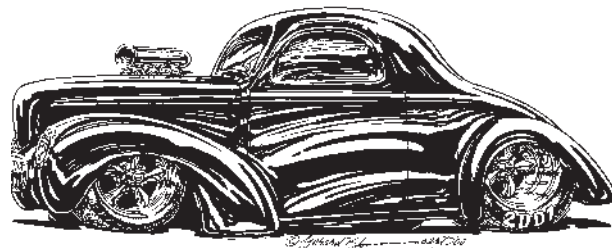
1950 Ford P-up. The truck is located in Red Deer and is registered in Alberta. This truck has a SBC 350 with a turbo 350 transmission. It has a 4 link rear suspension with air bags and a cutlas front clip with shock-wave bags in the front. It has onboard air, stereo, bucket seats, Cragar wheels with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



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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91 Probe, all fiber glass round tube 2300 lbs with BBC and glide 7.50 tag expired 09/23.minis motor and trans too many parts to list serious inquiries only 20k, please Dave @ 403-485-8098 J4

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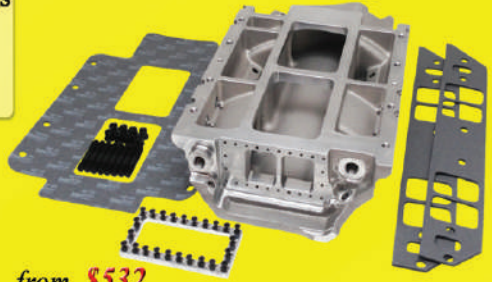


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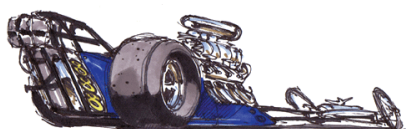
2002 Undercover dragster 235" S/C S/P T/D asking \$40,000US or \$52,000Can turn key See last picture for more details. Phone 403-502-0793 N1



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'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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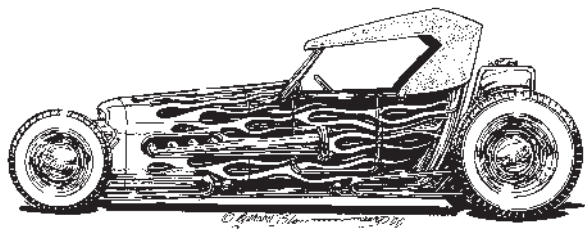


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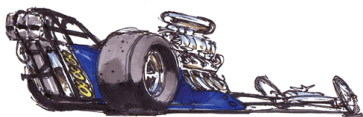
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m1



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



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\$ used , 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

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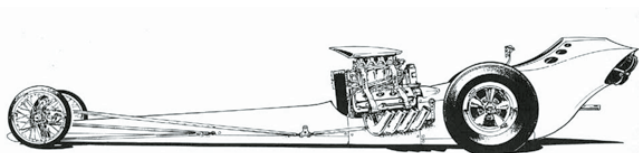
91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator,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

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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

After winning the always tough first round, I am strapped in for the semis at the AHRA World Finals in Spokane. The butterflies were gone, but now there is a purpose and urgency to get by this round to keep the championship hopes alive.

Wayne Vanouck is in the other semi pairing, I am currently tied with him for points.

He is racing Paula Gage, who is typically unbeatable, but with drag racing, you never know. Kirk Lawrence had qualified number 1, Paula number 2, and me 3. Kirk had an interesting time the night before during qualifying, his throttle pedal jumped behind the stop, so Rob had to reach in to dis-lodge it. Pretty scary. Meanwhile on my side of the ladder I am racing Kirk Lawrence, who has star crew chief Rob Flynn in his corner. A loss by Vanouck and a win by me wraps up the Championship for the Arctic Traveller team. Conversely, a win by Vanouck and a loss by me hands the championship to the Sorcerer Team.

Of course, a win by both of us means that the points chase will be decided by a "winner takes all" final. I got to watch Paula and Wayne go at it, and it was very close, with Paula getting the win by half a car.

Now I have a job to do. Kirk Lawrence had come over to me before we suited up, and had to tell me how I have always been his idol. Wasn't sure how to take that, maybe he was trying to make me complacent, but I even had more determination because of it. Kirk and Rob ran the whole NHRA circuit, and were very competitive.

They culminated the year by getting the runner up position at the NHRA World Finals. Well at this World Finals (AHRA) they still had work to do. I've always told my drivers that it doesn't make sense to be nervous on the starting line, it can only bring bad things. Be confident, and happy that you are in this position, it's what you've always dreamed of. As we pulled up to the burnout box, my intensity and focus where both at their peak. Brad Ennis started the car and I let Kirk do the burnout first.

I follow only a few seconds later, and stayed in the throttle well past the tree to get the tires hot. I had spun the tires a bit the round before and gave up some elapsed time. I move the reverse lever and back up to the starting line, all my gauges look good. I stop to put the dragster in forward, and look to see what Kirk is doing off to my left.

He is already moving forward to stage.

I am definitely not going in first. We both light the pre-stage bulb, and Kirk brings up his rpm right away. Wrong move, you're going to have to wait for me. I hear him at rpm for a few seconds and am thinking of staging as well, then I see Jim Tice walk towards me, waving me in. OK, that's enough, so I bring the rpm up as well and light the second bulb.

My eyes are staring directly into the yellow bulb, and Duke (the starter) flips the switch to activate the tree. I see the filament in the bulb light, so I dump the clutch and hit the throttle.

There were no reaction timers in 1985, so I'm not positive who got out first, but I'm pretty sure it was me, as I didn't see Kirk beside me. I shifted 2nd gear at 8500, hit the manual high speed, then 3rd gear and the final high speed. I have the engine set up relatively soft because the track is just asphalt, no concrete, so the bite isn't as good. As I pull the chutes at the 1320, I still didn't see Kirk, so I had won the round, and with it, the championship. The times were close, 6.52 to 6.53. All the pressure was off, but we still had a final to run.

Paula Gage was my final round opponent, and she was always tough, especially on the starting line. We let Paula start first; then Brad spun the engine over but it wasn't firing.

Paula did her burnout and was already backing up, and I figured out that the engine was flooded, not a bunch I can do from inside the car. I had to try something though. I cracked the throttle open about ¼ inch, which you're not supposed to do, and still nothing. Unbeknownst to me, my friend Keith Falconer had been watching from a short distance away, and he also recognized the problem, so he grabbed the gas bottle out of Brad's hand and fired it 50 feet away into the grass. I can't imagine the exchange between Keith and Brad at that point, but I'm sure glad he kept his thumb on the starter button, because a few seconds later the engine roared to life!

I waited for Brad to clear the race car, and as I pulled up for the burnout I heard the announcer tell the crowd that I was the new World Champion. I quickly did my burnout, but my head was messed up a bit from the announcement. I'm not sure if Paula even noticed that I was late to the ball, as she always does a short dry burnout from the line.

Nitro Tales

Ken Sitko

We finally staged, I went in last, then I just left without seeing the amber flash.

For a moment I was horrified, and I cranked my neck around as I passed the tree to see if the light was green or red.

Thankfully I must have guessed just right, as it was green. The adrenaline from everything made me shift the car higher than usual, which helped with my time, as I ran low e.t. of the event, a 6.43 at 213 mph.

It was a good day.

Ken



World Finals

his small® back-up motor to Youngblood's massive 632 cu inch mill. Haggerty noted that "we broke our record setting motor yesterday (Saturday) and went into this race with only 468 inches."

The difference was tough to tell though as the final went to Youngblood 7.255/173.09 to 7.305/173.74. "Not bad," as Haggerty said, "for a couple of rookies."

Turnabout's fair play

Year to year, the World Finals have a habit. In most cases, of not being kind to defending champions. Such was to be the case for Paula Gage in Pro Alcohol Dragster. 1984's lady phenom came up short. In the final against newly crowned ADRA champion Kenny Sitko, as the young Canadian drove his Edmonton-based 'Arctic Traveller' to a 6.480/213.77 to 6.792/207.88 win. Sitko was on something of a streak against Gage in 1983, winning three out of three rounds. "I vowed not to let her beat me again," he said boastfully.

The two met in the 1984 final with Gage winning. Sitko was the defending 1983 World Finals champ.

Paul DeWaley Photo

MDA Nets \$8500 From World Finals

Spokane, WA — Proceeds from a 7-Eleven, ADRA and Spokane Raceway Park sponsored advance ticket sale campaign to benefit the Muscular Dystrophy Association will exceed \$8,500.00 according to figures released by the Spokane Raceway Park and the American Drag Racing Association.

The fund raising effort by ADRA, 7-Eleven and Spokane Raceway Park is

Playing the waiting game, Paula Gage (top) got a little shade from an umbrella while waiting for her final round match against Kenny Sitko (below). A win by the young Canadian reversed the outcome of the 1984 World Finals in which Gage took her professional win. Sitko's win gave him the 1985 ADRA World title in Pro Alcohol Dragster.

Paul DeWaley Photo



ADA Robert Photo

1985-86 MD Poster Child, Julie Williamson, receives a rose from ADRA Vice-President Orville Moa.



Paul DeWaley Photo

Continued on next page

one of a number that is carried on throughout the year. The ADRA World Finals advance ticket campaign locally is the biggest single fund raiser. The promotion which gives MDA a percentage from each advance ticket sold at 7-Eleven stores is in its second year.

The proceeds generated help in the continued fight against 40 different neuro-muscular disorders that fall under the Muscular Dystrophy heading. Diagnostic services, follow-up care, equipment and therapy are all areas covered by money raised.

1985-86 Poster Child, eight-year old Julie Williamson, suffering from Imbric MD, had her electric wheelchair and a week at summer camp purchased through fund raising efforts of the ADRA/7-Eleven/Spokane Raceway Park promotion.

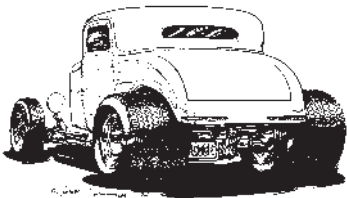
ADRA News - September, 1985 - 33



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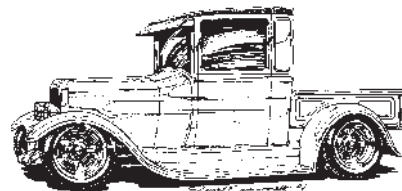
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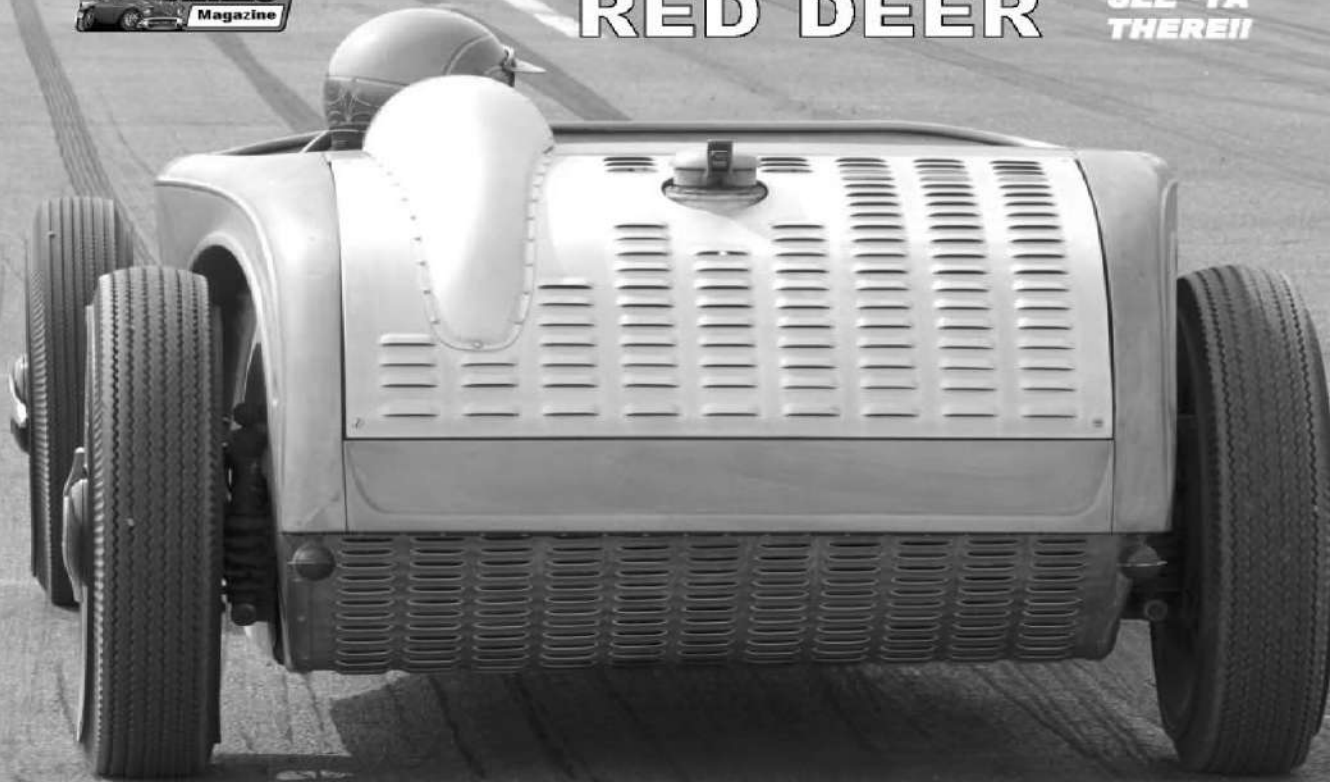
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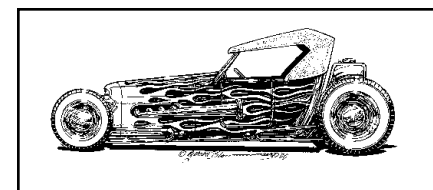

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